

Chapter 8: Community Facilities Element

Population	Economic	Cultural Resources	Community Facilities
Natural Resources	Housing	Energy	Land Use

8.1 Vision Statement

“The Community Facilities Element of the Comprehensive Plan serves to identify the existing public facilities of the communities; evaluate the area’s potential for growth, development, or redevelopment; and project the community facilities needs of the future population.”

Community facilities are the summation of public infrastructure, property, structures, and spaces that are owned, maintained and operated for the benefit of the general public. Whether it is a road that allows you to travel from home to work or the electrical power that is provided to your home, community facilities provide each of us with services that benefit the public good. This element provides an overview of Greenwood County community facilities, and seeks to identify the changes affecting these facilities in order to inform the policies that will guide growth for the next 20 years.

8.2 Utility Infrastructure

Public utilities crisscross our landscape and influence our lives everyday by providing services as basic as clean water and safe power as well as providing corridors for growth and development. Extending utility services encourages and facilitates growth and provides a valuable tool guiding community change. Utility companies in Greenwood County allow the public to receive services that make our lives easier. Utilities provide us with many of our daily needs, and make this same standard of living available to new areas anywhere they are provided. In addition to the comfort and convenience that utilities offer to families, available water and sewer services are crucial to the continuing growth of both the industrial and commercial sectors of our economy. Industrial recruitment occurs primarily in areas where water and sewer services either already exist or can be provided at a reasonable cost. These services, along with convenient proximity to major transportation routes, are the principal drivers of industrial and commercial growth. Without these services growth is unlikely to occur. Access to large capacity electric service, as well as other facilities such as a reliable source of natural gas and telecommunications is equally important for both new and expanding employers. In some cases the provision of utilities can be bundled to enhance incentive packages for relocating or expanding businesses.

8.2.1 Water Distribution System

Water services are provided to Greenwood County through three different agencies: Greenwood Commissioners of Public Works (CPW), Ninety Six CPW and the Town of Ware Shoals. Both Ninety Six and Ware Shoals purchase their water from Greenwood CPW. The Towns of Ninety Six and Ware Shoals provide water service to the municipal boundaries of each town as well as some surrounding areas beyond the town limits. However, these areas outside of the town limits are levied a higher rate than service to in-town properties. Good quality pretreated water is provided to these towns from Lake Greenwood, and is anticipated to adequately meet the needs of the community for two to three decades.

The Greenwood Commissioners of Public Works operates the 5th largest water system in South Carolina, currently serving an area of approximately 180 square miles with one treatment plant and 500 miles of water mains. The treatment plant has been in service since 1961, with a current capacity of 30 million gallons per day. The total storage capacity for the system is 10.8 million gallons comprised of 7 million gallons of ground storage and 3.8 million gallons of elevated storage. The treatment plant serves more than 19,000 customers as well as two master meters for the towns of Ninety Six and Ware Shoals. CPW is the first provider in South Carolina and only the 4th provider to receive the national Excellence in Water Treatment Award from the Partnership for Safe Water, an honor awarded to recognize exemplary water treatment plant operation and maintenance.

Currently, the demand for public water service in the Greenwood area is increasing. The 1995 *Water Distribution System Master Plan* projected that the water demand within the system will increase by 1.2 million gallons per day (MGD) or 8.76% from 1995 to 2010. By utilizing this information with extrapolation

techniques, we should expect the total water demand within the service area to increase to 15.7 MGD by 2020.

Figure 8-1. Base and Projected Water Demands Average Daily Flow (MGD)

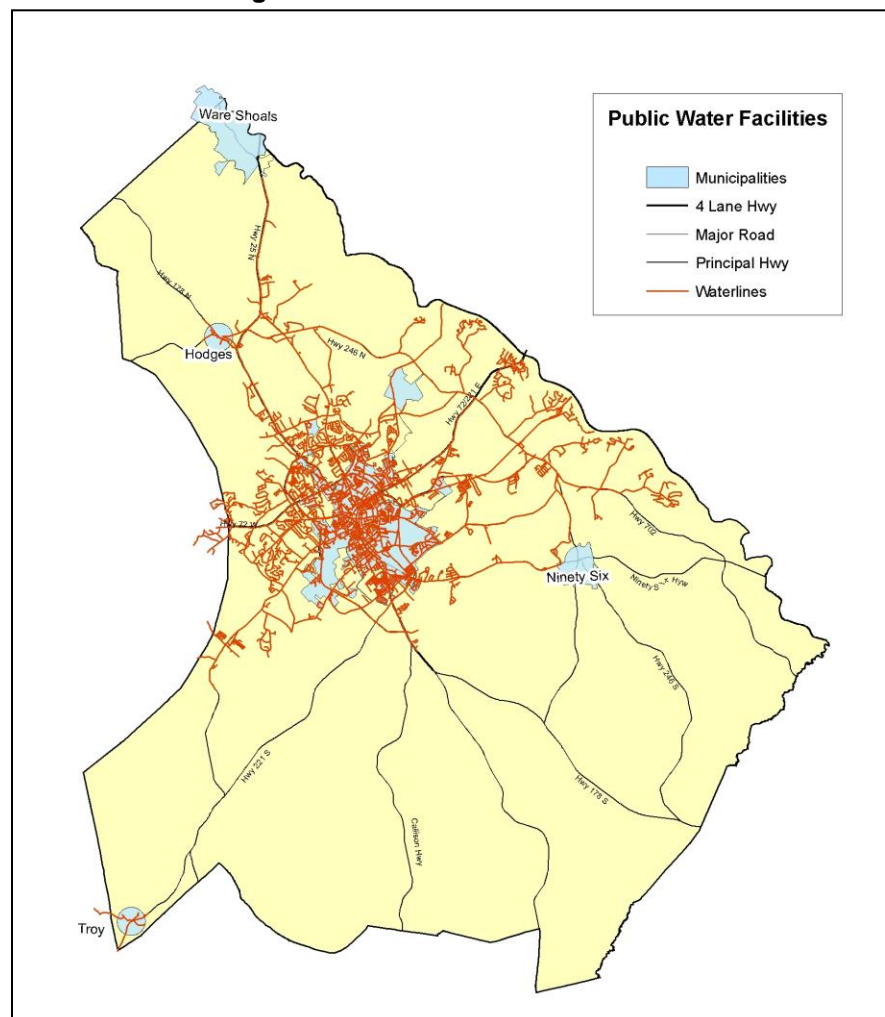
Year	Residential	Commercial/Industrial	Total Demand
1995	5.8	7.9	13.7
2000	6.0	8.1	14.1
2005	6.2	8.3	14.5
2010	6.4	8.5	14.9
2015*	6.6	8.7	15.3
2020*	6.8	8.9	15.7

* Denotes Projection from CPW

Source: Greenwood CPW Water Distribution Master Plan Update, 1995.

Additional facility planning should be undertaken to outline additional areas for service. Specifically, the water distribution facilities should be expanded in prime development areas. An additional concern is the need to continually monitor and maintain the current water system. Attention needs to be provided to ensure that adequate capacities are provided for additional development on vacant properties within our urban areas, which are currently underutilized.

Figure 8-2. Public Water Facilities



Source: Greenwood County GIS Department, 2006.

8.2.2 Stormwater Facilities

Flooding occurs when a large amount of rain is received within a short period of time and the land is unable to absorb this large amount of rain water. The extra amount of water that does not percolate into the soil becomes a threat to the safety of the community. Flooding is the most common natural disaster and many times the most costly. To prevent this type of natural disaster, communities need to identify problems with their respective stormwater facilities to hold the appropriate amount of water given a 20-year storm event. A 20-year storm event is a storm that has the probability of occurring once every 20 years.

In Greenwood County and across the State of South Carolina, individual property owners are largely responsible for the amount of stormwater that flows from their property. For example, a large shopping center with five acres of asphalt parking produces a tremendous amount of water that "runs-off" directly into an offsite drainage system such as a stream. Prior to development, most of the rainwater would have slowly percolated into the soil if the shopping center were not there. When a creek or stream has a number of such developments located along it, the original water flow of the stream is increased at exponential rates. This causes the water to overflow the bank and inundate areas within the floodplain. Many times, the water course flows beyond this boundary as original floodplain boundaries were established before large-scale developments were built along these watercourses. Periodic updates of flood plain mapping information are sorely needed for the public's benefit. Specifically, grant funding should be pursued to develop a watershed study for the county to identify areas of immediate impact for stormwater problems.

8.2.3 Sewer Collection System

Sewer facilities in Greenwood County are typically found along the major roads and stream channels. There is no comprehensive sewer provider for all of Greenwood County. The Greenwood Metropolitan District is the agency that is charged with the collection and treatment while maintaining the major collection lines, laterals, and treatment facilities in the County beyond the municipal boundaries. Municipal organizations also have small lines that serve commercial areas, subdivisions and other types of development within town limits. The Ninety Six CPW and the Town of Ware Shoals also maintain their own treatment facilities. In addition to the service they provide County residents, Greenwood Metro also provides wastewater services for the City of Greenwood through two wastewater treatment facilities. The West Alexander facility, located at 225 Joe Bernat Drive., and the Wilson Creek facility at 482 Wilson Creek Road., treat approximately 8.3 million gallons of wastewater per day, from domestic, commercial and industrial sources, all while maintaining a pollutant removal level of greater than 98%. The West Alexander facility is permitted at a 2.2 million gallon per day capacity, while the Wilson Creek facility is permitted at 12 million gallons per day.

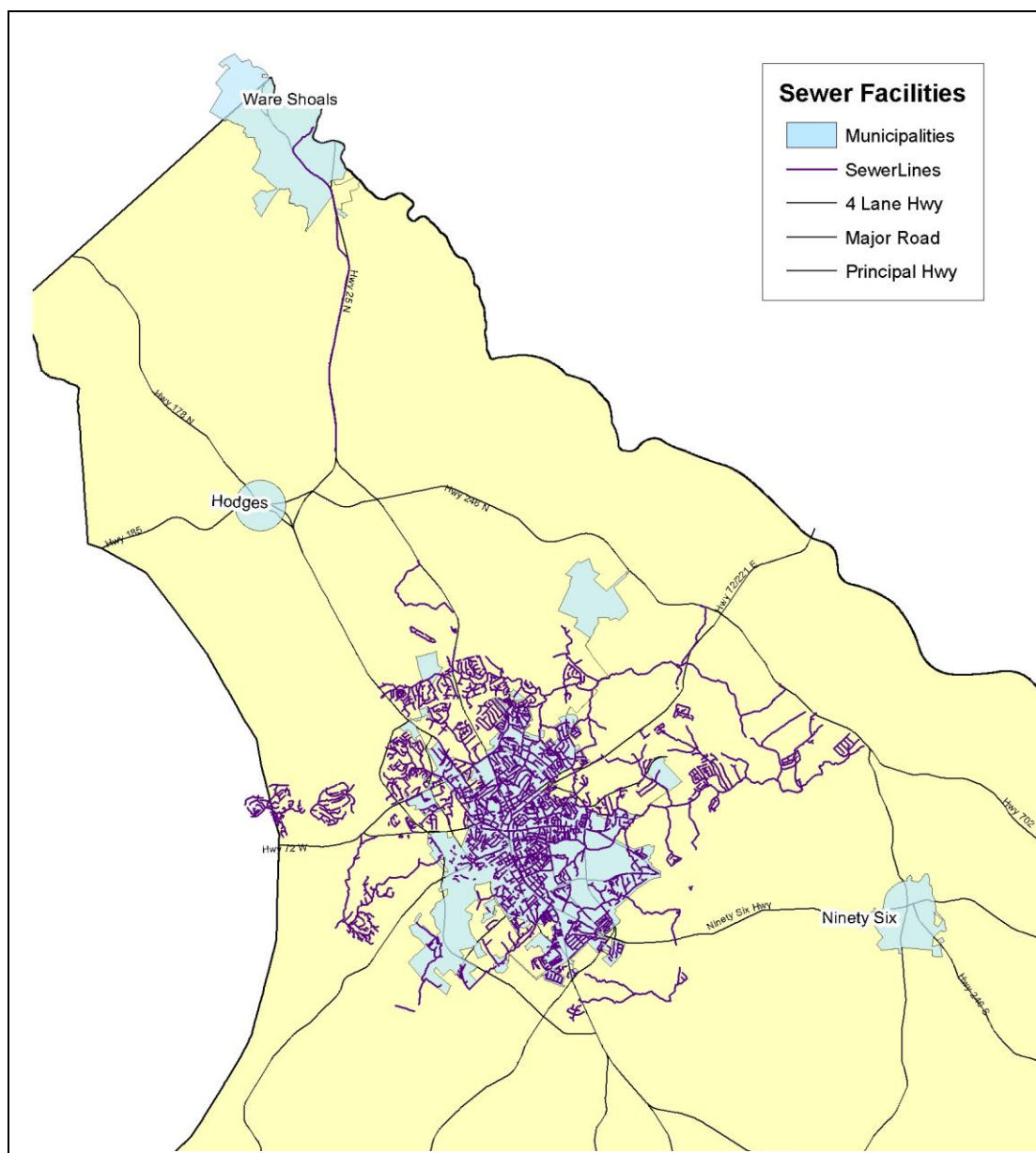
In addition to the municipal organizations and the Metro service to the County residents, there are 50 privately owned and maintained special sewer subdistricts scattered throughout the county. These subdistricts are responsible for ownership and management of the sewer facilities within each of their respective subdistricts, which usually conform to a specified subdivision. This ownership places them outside of the control of any sewer authority. This issue is a concern due to the long term maintenance and upgrades needed in order for the system to work efficiently. There is a severe need for a comprehensive sewer program in Greenwood County that serves the needs on a county-wide basis. As such, development strategies need to be undertaken by this organization to establish lines in prime development areas rather than placing lines in areas without a long-range vision.

The sewer collection system in Greenwood County is established to provide this service to the most populated areas and the areas with the most potential to develop. Currently, the Metropolitan Sewer District's service area geographically covers approximately 26% of Greenwood County (See Figure 8-3). Long-range projections of the customer service base within the Greenwood Metropolitan District show that the number of sewer taps are expected to increase. Sewer expansion in the District is based on the premise to provide service "where it will serve the most customers in the shortest amount of time." Sewer tap projections for the next ten to twenty years need to be generated to identify future capacities of the system.

Within the next twenty years, there is a need for expansion of sewer services into the urbanized area boundary of the City of Greenwood and along our major highway corridors such as US Highway 25 North, SC Highway 72 East, SC Highway 72 West, SC Highway 254 and SC Highway 246. These high growth areas have been targeted for medium density residential uses, commercial uses and industrial development. Without appropriate sewer facilities in these areas, growth in Greenwood County will not develop to its fullest potential. An outgrowth of this will be a county-wide development pattern which encourages urban sprawl. This type of development alters the ordered development pattern and does not encourage the maximization of property use for the next century.

Sewer capacity drives the density of development. Typically, the cost of sewer facilities is the main topic for discussion prior to infrastructure development. Therefore these facilities need to be located in high growth areas, or areas already experiencing higher population densities. This maximizes the costs spent to the benefits generated and encourages growth in the areas most suited for development.

Figure 8-3. Sewer Facilities



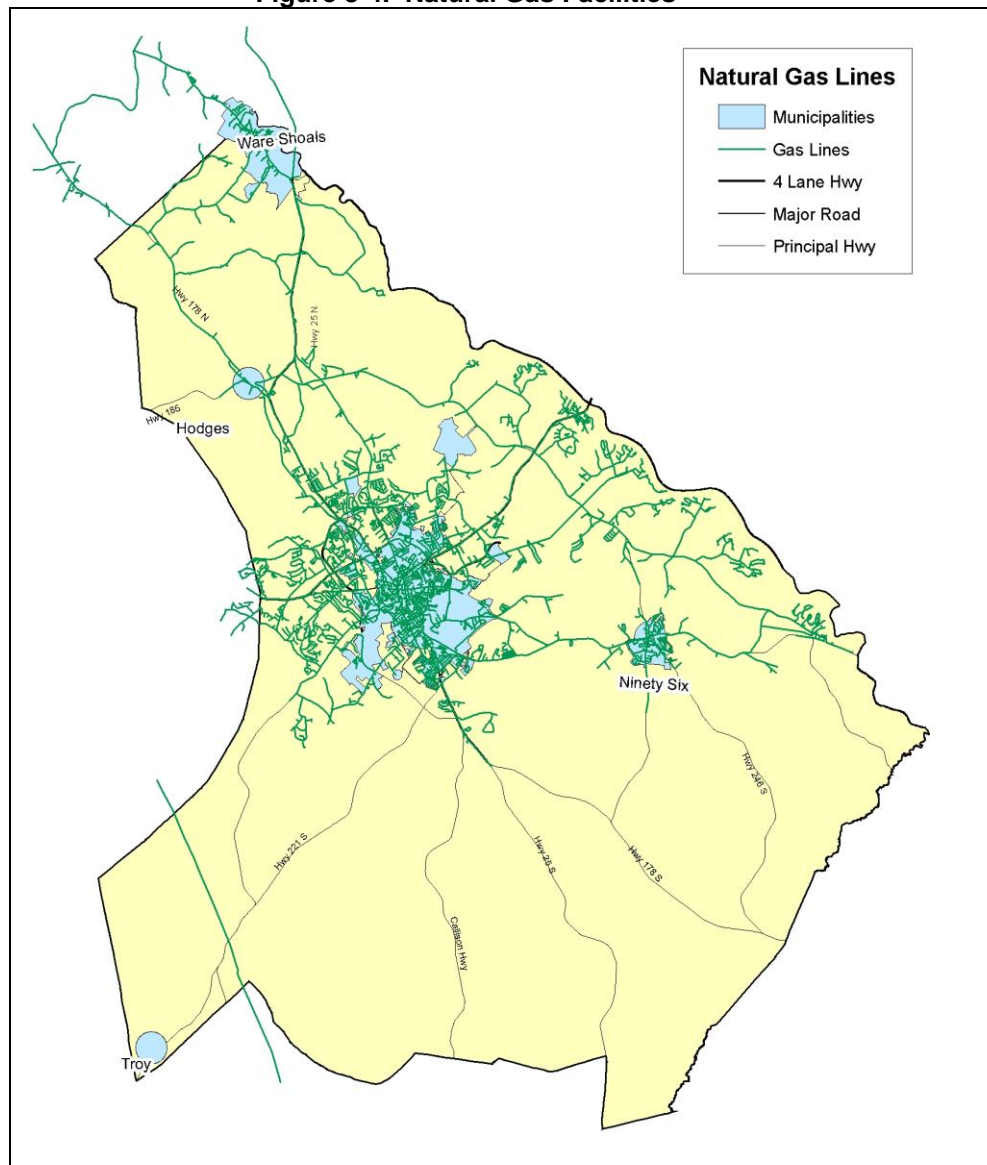
Source: Greenwood County GIS Department, 2006.

8.2.4 Natural Gas System

An additional utility system that is important is natural gas. This fuel is increasingly being utilized for its clean-burning properties and its economical benefit as a cost efficient resource. Greenwood CPW purchases the bulk of its natural gas from Transcontinental Pipeline, a subsidiary of Williams Energy, supplementing this with a small amount purchased from South Carolina Pipeline, which is in turn a subsidiary of SCANA. Transcontinental is one of the largest natural gas producers in the nation, providing interstate natural gas transportation, primarily via pipeline, from the Gulf Coast to markets in the eastern and southeastern states. The Greenwood CPW provides natural gas to a 310 square mile area extending from the Town of Chappells to the City of Belton and includes the Towns of Ninety Six, Hodges, Ware Shoals, and Donalds as well as the City of Greenwood (See Figure 8-4). Currently, the distribution system consists of approximately 1,200 miles of pipelines.

Many economic development organizations are using natural gas as a recruiting tool for outside development for the future potential that this fuel offers. Future expansion of natural gas facilities need to be outlined as development occurs throughout Greenwood County. Specifically, natural gas line extensions need to be located within the major urbanizing area of the City of Greenwood.

Figure 8-4. Natural Gas Facilities



Source: Greenwood County GIS Department, 2006.

8.2.5 Electrical Transmission and Distribution

As detailed in the Greenwood County Energy Conservation Element, electricity and natural gas are the dominant energy sources in Greenwood County. Nearly 58% of the energy consumed in Greenwood County comes from electricity. Another 42% of energy consumed comes from natural gas. Electricity supplies energy to almost 52% of commercial users and 59% of industrial users. Natural gas provides energy for 47% of commercial users and 41% of industrial users. Electricity in Greenwood County is provided locally by three primary providers, Duke Power, Greenwood CPW, and the Little River Electric Cooperative. Greenwood CPW provides power to the City of Greenwood, Duke Power provides services to the unincorporated areas of Greenwood County, while Little River services a small number of customers along the Greenwood/Abbeville County border. Currently, each company has service areas that are well defined.

The largest of these service providers, Duke Power company, is an investor-owned utility serving more than 2 million customers in central and western North Carolina and South Carolina, and produces 84% of Greenwood County's electricity. Duke Power operates coal-fired, nuclear, and hydroelectric stations. More than half (51%) of Duke Power's electricity is generated by coal, oil and gas with 48% produced by nuclear energy. Much of the electricity for Greenwood County is generated at the Oconee Nuclear Station, located on Lake Keowee in Oconee County. The Oconee Station operates three units with a total capacity of 2,358 megawatts.

Greenwood's publicly-owned Commissioners of Public Works (CPW) provides 16% of the County's electricity through its electrical distribution system. CPW provides power to more than 10,000 customers through five substations and approximately 180 miles of line. Greenwood CPW purchases the majority of its electricity (approximately 95%) from South Carolina Electric and Gas (SCE&G) and the remainder from the Southeastern Power Administration.

The Little River Electric Cooperative is a member-owned rural electric cooperative based in the nearby City of Abbeville. Little River provides service to more than 12,500 residential, commercial and industrial customers in Abbeville, Anderson, Greenwood, and McCormick Counties. The Cooperative purchases electricity from Duke Power and provides less than 1% of Greenwood County's electricity. As with other utility providers, infrastructure development is provided on an as needed basis. Circuits are monitored yearly for actual load growth, capacity and future load growth models. Based on these criteria, lines are reconductored, circuits are built, and substations are added in order to serve new customers.

Small-scale electrical generation is available in the Lakelands area through the Buzzard Roost Dam on Lake Greenwood. The Buzzard Roost Hydroelectric Project at Lake Greenwood was constructed to assist in the provision of electrical power to the local area. Currently, this facility operates ten combustion turbine (gas) units with a total capacity of 196 megawatts. However, most electrical generation for the area originates from other generation points in Upstate South Carolina. The Buzzard Roost Project provides numerous added benefits including recreation, tourism, economic development and increased property revenue.

A large portion of electrical lines in the city and town limits are aboveground. Underground utility lines along road rights-of-way provide a number of benefits to the community. The first is insulation and safety concerns to the public, especially when high winds or ice is involved. Secondly, another benefit is the ability to enjoy the appearance of the community without the visual clutter of overhead lines. Thirdly, underground lines allow trees along streets to grow naturally without utility companies having to trim away branches that may interfere with the electricity lines. Areas in the city and town limits need to be serviced with underground utilities.

8.2.6 Cable Television Service

Local cable television service is provided to areas around the City of Greenwood and the Towns of Ninety Six and Ware Shoals by Northland Cable Television. Greenwood County, the City of Greenwood, and the Towns of Ninety Six and Ware Shoals have franchise agreements with this corporation to provide this service to their residents. Areas without cable service can be served by satellite television. Cable lines are currently located both above ground and underground. Within corporate limits, these utility lines should be located underground for the protection of the lines as well as the visual impact of the communities. Local communities in Greenwood County need to work in cooperation with Northland Cable to facilitate the placement of these lines. Future expansion of these facilities need to increase north and west of the City of Greenwood as these areas are developing at faster rates than average.

8.2.7 Telecommunication Services

Local telephone communication is currently provided county-wide by Embarq. This company serves as a local service provider of telecommunications service with the ability to provide access to the national and international telephone network. Current facilities include both aboveground and underground utility lines that are typically found along road rights-of-way. Embarq manages one host office, four exchange offices (Ware Shoals, Hodges, Ninety Six and Troy), and four remote switches that amount to 49 pair gain installations. A pair gain installation is a remote switching office. Greenwood County is serviced by fiber optic connectivity lines that provide added benefits for computer networks and other applications. The Greenwood CPW installed and maintains most of these lines in and around the City of Greenwood. Greenwood County enjoys a greater degree of teleconferencing capability than many South Carolina communities. This technological upgrade is a community facility not available to many communities and of which the citizens should be proud. There is potential for local partnerships and facility sharing among public and private institutions, with existing teleconferencing and distance learning facilities in operation at Piedmont Technical College, Lander University, the Upper Savannah Council of Governments, Self Regional Healthcare, Fuji Photo Film, Capsugel/Pfizer, and the South Carolina Biotechnology Incubation Facility.

Additional facilities and lines will be added as new residential, commercial and industrial developments are constructed, specifically in areas with the largest concentrations of population. Furthermore, as technology becomes more dependant on telephone lines, fax machines and personal computers, additional telephone prefixes will be needed to handle the increasing volume of telephone access lines in the area. Embarq's ongoing strategy to respond to the growth and service needs of the county includes deployment of NGDLCs (Next Generation Digital Line Carriers) at strategic locations throughout the county to meet narrowband and broadband service requirements and provide fiber connectivity with ring survivability to all business customers and educational institutions as service requirements dictate.

Areas inside the City of Greenwood, and the Towns of Ninety Six and Ware Shoals should be provided with underground utility lines. These local governments need to work with Embarq to provide the necessary means to move overhead lines to underground. This measure provides added security to the infrastructure and to the visual landscape.

One utility that has increased in popularity is cellular communication. However, this service is only available in areas where cellular communication towers exist to transmit the telephone call. Greenwood County, like most counties in South Carolina, is beginning to become inundated with cellular communication towers. Local governments are in precarious situations. Cellular towers are needed for the services that the public requests, but local governments must also take necessary measures to ensure that the local landscape is not overrun by communication towers or local airways are not encroached upon. The Telecommunications Act of 1994 somewhat limited the abilities of local governments to govern specific aspects of the location and design of cellular towers. However, the Municipal Association of South Carolina provides assistance to local governments for drafting regulations to assist in the placement of these towers. With numerous cellular companies serving the Southeast, measures need to be taken to prevent companies from placing their towers adjacent to another company's tower. Greenwood County and its municipalities need to maintain legislation that provides necessary communication service to the area through co-location or the placement of one tower within an area that is utilized by more than one company.

8.3 Technology Infrastructure

Technological development has provided our generation with advances in communications and computerized information. Communication technology is becoming more dependent on Internet Service Providers (ISPs). This communication link also provides increased marketing potential to the local community.

A community facility that is beneficial to the general public is Greenwood County's Geographic Information System (GIS). This is a computer-based mapping system that provides information for geographic data. This service, utilized by scores of city and county departments, allows staff and the general public to identify areas in Greenwood County that meet a specified criteria. For example, let's say that you wanted to establish a business within a certain distance of a highly traveled road with adequate water and sewer service and within a commercial zoning district, but no more than a five minute drive to a postal facility. The GIS could identify all parcels anywhere in Greenwood County that would meet these criteria. This is a highly effective tool for decision-making within our public facilities.

Another technological advancement is GPS or Global Positioning System. This system allows you, by using a hand-held or car mounted device, to determine the exact location of a person or vehicle. This is a tool that needs to be evaluated for use in emergency response, police and fire vehicles. This information can then be downloaded into the GIS for accurate reporting of response times or guidance systems in case of emergencies.

8.4 Transportation Facilities

Greenwood County is experiencing growth in numerous sectors of the community. Related to each of these sectors is the transportation network and its ability to move people and goods efficiently in a given area. From the early history of Greenwood County, transportation, specifically roads and rails, dramatically changed the rural lifestyle of western South Carolina.

8.4.1 Roads and Highways

Roads and highways are the main building blocks of our mobile civilization. If you look at the form of our cities and towns in the United States, it is easy to understand the importance these facilities play in our local communities. These roadways serve employment centers, commercial businesses and high density residential developments.

Greenwood County is the regional center of the Upper Savannah Region. As such, many of the roadways converge to the county seat of the City of Greenwood. This convergence of numerous roadways provides opportunities as well as requires responsibilities. Local governments, the South Carolina Department of Transportation, and the regional council of governments need to work cooperatively with each other for current and future needs of our transportation system.

Ownership and maintenance of roads is a major concern in Greenwood County. Basically, roads are maintained by a number of groups: the state, the county, the city, the town, a person or persons, or a community association. Overall, there are standards and procedures that must be met to plan, construct, and ultimately build a road that is sufficient to handle the weight of a number of vehicles in a given day. Also, roads are built for different purposes. A highway will have many weights of vehicles that it must carry, while a driveway has but three: auto, pedestrian, and bicycle. In Greenwood County, the local governments set roadway standards that must be adhered to. The standards need to be evaluated to ensure that they meet the needs of the communities as well as federal and state recommendations from transportation engineering associations. Specifically, these standards should address the type, purpose and the projected usage of the roadway. As well, pedestrian and bicycle standards should be incorporated into the roadway design.

The upgrading of dirt roads to paved roads is an issue of concern within the County. There are currently 111 miles of unpaved roads that are publicly maintained by Greenwood County. The constant maintenance of these roads through scraping and replacement of stone is an annual cost that is included in the County's annual budget. In 2006, Greenwood County budgeted \$100,000, which includes maintenance of the roadway and roadside vegetation control. A solution to this ongoing maintenance issue is a work schedule for the long-term goal for the paving of these roads. By allocating funds over a

number of years, the burden for paying for these roadways would be minimized. Under the following example, Greenwood County could have all public roads paved by 2030 at an estimated cost per year of \$3,468,750.

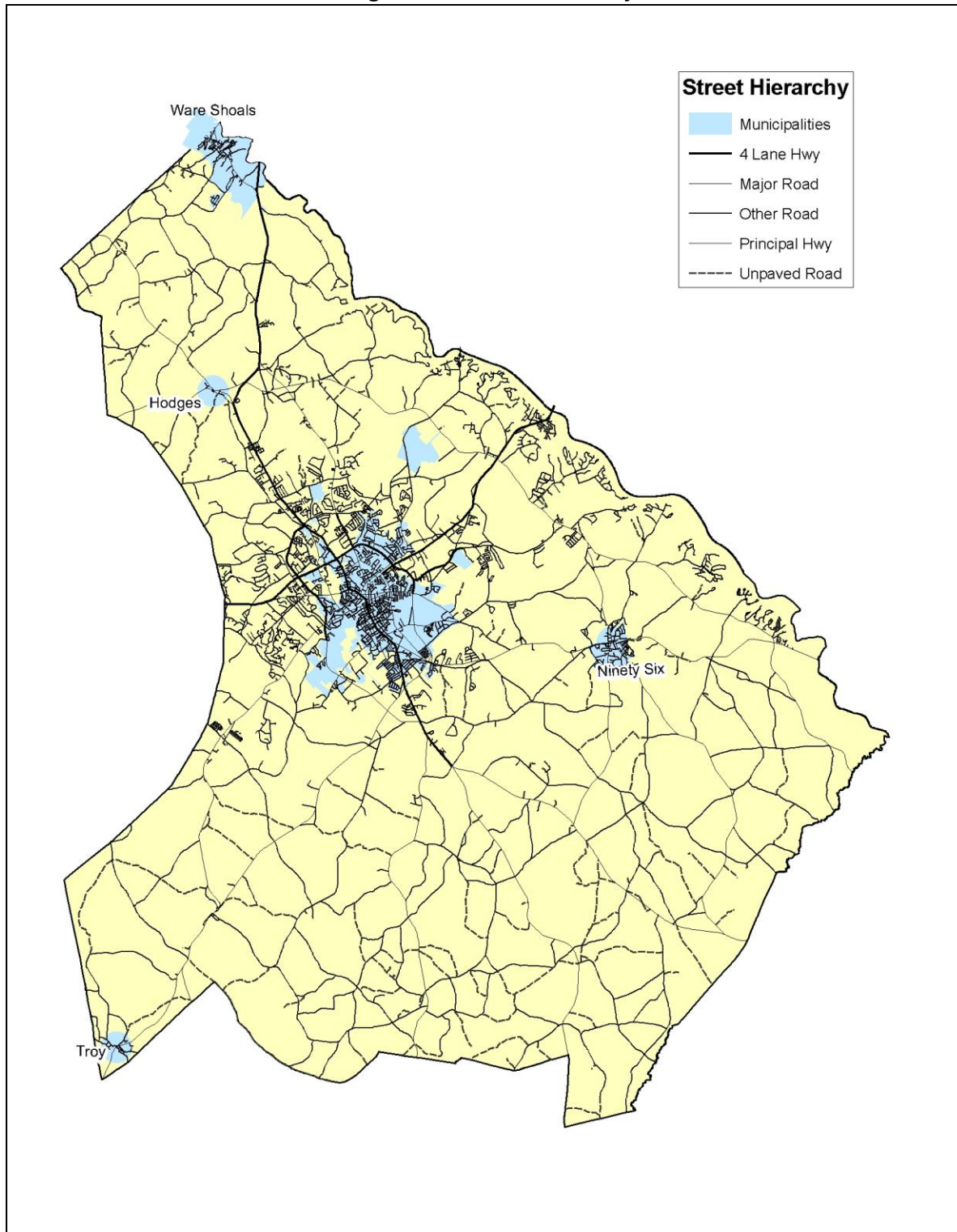
Figure 8-5: Cost Estimate of Road Paving

Completion Date	Miles of Unpaved Road (2006)	Cost per Mile (2006)	Total Cost	Cost Per Year
2020	111	\$750,000	\$83,250,000	\$5,946,429
2025	111	\$750,000	\$83,250,000	\$4,381,579
2030	111	\$750,000	\$83,250,000	\$3,468,750

Source: Greenwood City/County Planning, 2006

In order to understand the dynamics of our roadways, a hierarchy of roads is needed. The road network can be broken up into three categories: arterials, collectors and local streets. *Arterials* serve primarily to move traffic between principal traffic generators. Residential access is discouraged, but commercial access is allowed. Arterials should also form an integrated system. *Collectors* serve internal traffic movements within an urban area and connect it with the arterial system. They meet movement and access functions equally. Lastly, *local streets* provide access to adjacent land as their primary function. They may be designed as grids, loops, or cul-de-sacs. Currently, there are 55.4 miles of major arterials and 79.1 miles of minor arterials within Greenwood County (See Figure 8-6). These constitute the state and federal highways that are utilized most frequently and have a high traffic volume.

Figure 8-6. Street Hierarchy



In Greenwood County, the street hierarchy shows roads with higher traffic volumes. Thus, these are the most popular roads to use for travel purposes. As shown for Greenwood County, most of the arterial roads radiate out from the City of Greenwood. The goal of highway planning is to ensure that an adequate mixture of differing types of roads are within a close proximity. Areas north of the City of Greenwood show immediate needs for additional arterials and collectors. As this is the most populated area of the county, additional highway improvements will be needed north of Highway 72 West and Highway 34 East. Within the City of Greenwood, this "gap" is even more evident as the northeastern section of the city is disconnected by the lack of a collector road south of the airport. Future highway plans should include strategies to alleviate these problems.

Before the national highway system of the 1950s, US highways were the main routes between regions of the country. Greenwood County was noted as a thoroughfare route as US Highway 25 was constructed through the center of the county. US Highway 25, also known as the "Woodpecker Route", connected the Midwest to Florida via Greenville, Greenwood, and Augusta. Even though no interstate highways currently run through Greenwood County, Highway 25 is the most direct route from Greenville to Augusta.

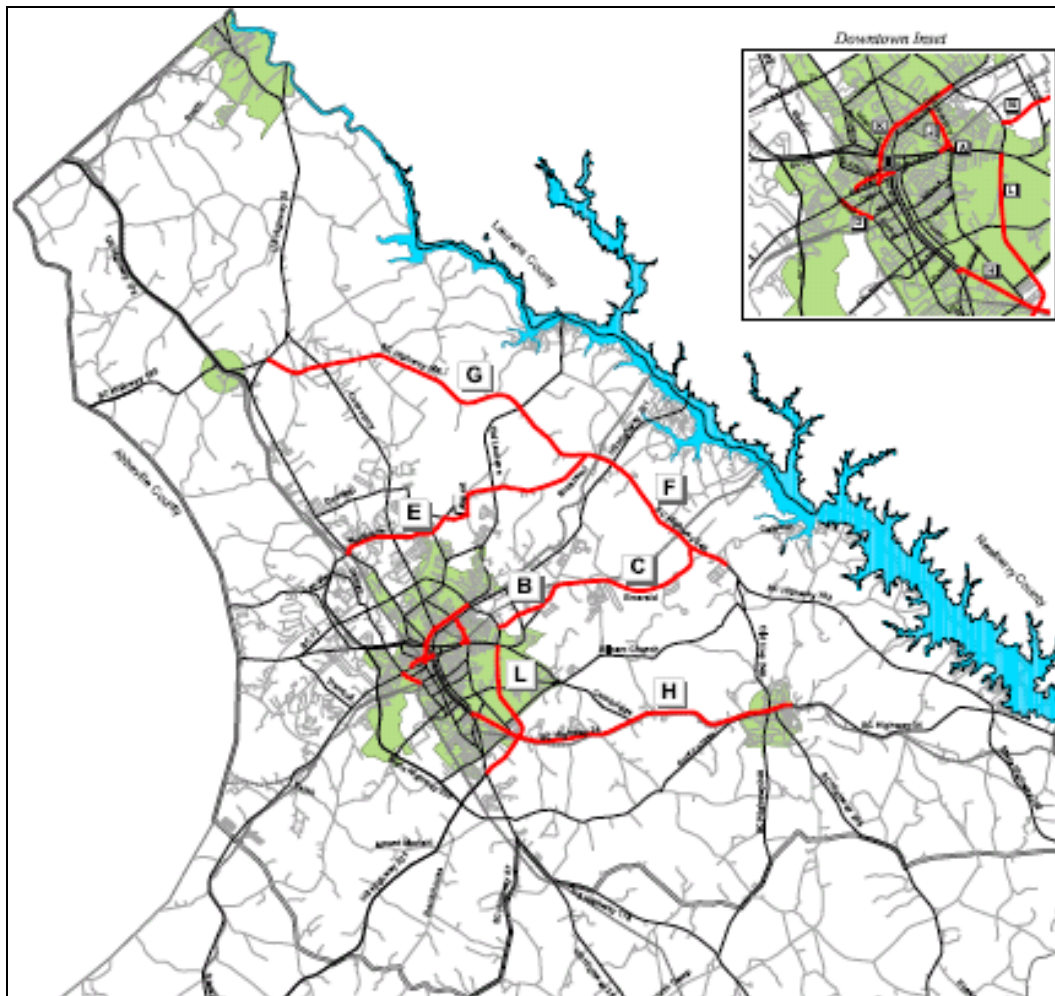
US Highway 72 is a prime transportation corridor that links Greenwood County to US Interstate 26 to the east and to the State of Georgia. Recent public discussion has revealed the importance of this roadway to a large portion of the region, (Abbeville, Greenwood, and Laurens Counties) and to the State of Georgia (Elbert County). Four-laning of this highway should be complete by 2009 in Abbeville and Laurens Counties. Once completed, this highway will be four lanes from Interstate 26 to Atlanta.

Future expansion of our roadway network is an issue that is vital for the long-range development and vitality of our community. Additional improvements need to be made to the overall traffic plan for Greenwood County. Local requirements for roadway construction should also include specifications for alternative transportation needs such as sidewalks, bike lanes, *etc.* In 2000, the SCDOT in cooperation with the Federal Highway Administration and Greenwood County developed a thoroughfare plan that outlined roadway needs through 2020. This plan identified twelve projects for consideration.

Figure 8-7. Proposed Highway Projects

	Project Name	Project Description	Project Status
A	Cokesbury/New Market Link	Construct a new facility from Cokesbury Road to New Market Street	
B	Emerald Road – Phase I	Widen to five lanes from US 25 to Empire Road	Completion Date – 2007
C	Emerald Road – Phase II	Widen to five lanes from Empire Road to SC 246	
D	Mathis/Spring Connector	Construct a new facility from Maxwell Avenue to Marion Street	
E	Northside Drive	Widen to five lanes from US 25 to Bucklevel Road	
F	SC 246 – Phase I	Widen to five lanes from Bucklevel Road to Emerald Road	
G	SC 246 – Phase II	Widen to five lanes from US 25 to Bucklevel Road	
H	SC 34	Widen to five lanes from the Town of Ninety Six to Orange Street	
I	Seaboard Connector	Construct a new facility from Seaboard to Edgefield Avenue	Infeasible due to Public Investment
J	Seaboard/Cokesbury Connector	Widen Cokesbury Street to five lanes and add connector to Seaboard Avenue; new facility from Seaboard Avenue to Edgefield Street	
K	Durst Connector	Widen to five lanes from US 25 to Cambridge Avenue and add new connector to Maxwell Avenue	
L	US 25/178 Bypass	Widen to five lanes from Cambridge Avenue to US 25	

Figure 8-8: Proposed Highway Project Locations



Source: Greenwood Thoroughfare Plan, 2000.

Recent national trends for highway construction, reconstruction and planning have fueled the need for the provision of additional funding sources for local governments. Specifically, the US Congress in 1998 passed legislation entitled TEA-21. This legislation enables local governments to apply for funds for special projects to enhance the usability of highways and develop new ways to alleviate traffic problems. Greenwood County, in coordination with other local governments, needs to apply for grant funding under this legislation. Since this program is administered by each state, Greenwood County projects would be competitively ranked against other state projects. Greenwood County also needs to evaluate the need for a grants coordinator position to develop, apply, and manage grants for the local governments.

The Greenwood County Thoroughfare Plan also identified funding mechanisms for the cost allocation of these projects. The plan identified financing a portion of this work program from the Upper Savannah Council of Government's Rural Guidesare of approximately \$6 million a year in federal transportation funds. This program allocates funds to the seven-county region based on population and impact of the project. An alternative financing option would be to implement a Special Local Option Sales Tax (LOST) which allows local governments to adopt a one-cent sales tax ordinance which is subject to a referendum.

An additional transportation funding source that could be available to Greenwood County is through a Metropolitan Planning Organization (MPO). This MPO designation could be available after the 2010 Census. In order to be designated, a county has to have a local urbanized area of 50,000 population.

This designation allows Greenwood County to apply for additional sources of funds for major highway projects and planning. Therefore, Greenwood County should make every effort to obtain accurate census counts in 2010 in order to become an MPO.

8.4.2 Greenwood County Airport

The Greenwood County Airport is a publicly owned facility that is maintained by Greenwood County. The airport currently has one flight line into the community with an additional strip that is currently inactive. Both of these landing strips run in north-south and northeast-southwest directions. There is potential for expansion of this site as an east-west landing strip is available for future expansion. Greenwood County has developed a terminal at the site for the use of small passenger planes and administrative personnel.

The expansion of many adjacent metropolitan airports have undermined the ability of the Greenwood County Airport to provide large-scale passenger service. However, with the local economies in the Greenville/Spartanburg, Columbia, and Augusta metropolitan areas increasing, the ability for Greenwood to serve as an air freight hub increases. With local access to these markets, the Greenwood County Airport will need to expand the landing strips and construct additional hanger space for lease purposes. A major concern for this projected economic development is the need for an Instrument Landing System (ILS) that provides data to planes as they land in inclement weather conditions or at night. In order to accommodate larger planes, weather frequency communications need to be installed. Land use decisions in a one-mile radius of the airport need to be governed by the need of future expansion of the airport and the increased noise from airplanes during landing and takeoff. Also in need of exploration is the hiring of a full-time airport director to supervise the operation and maintenance of the facility while determining sources of grant funds for upgrades to the facility.

8.4.3 Rail Service

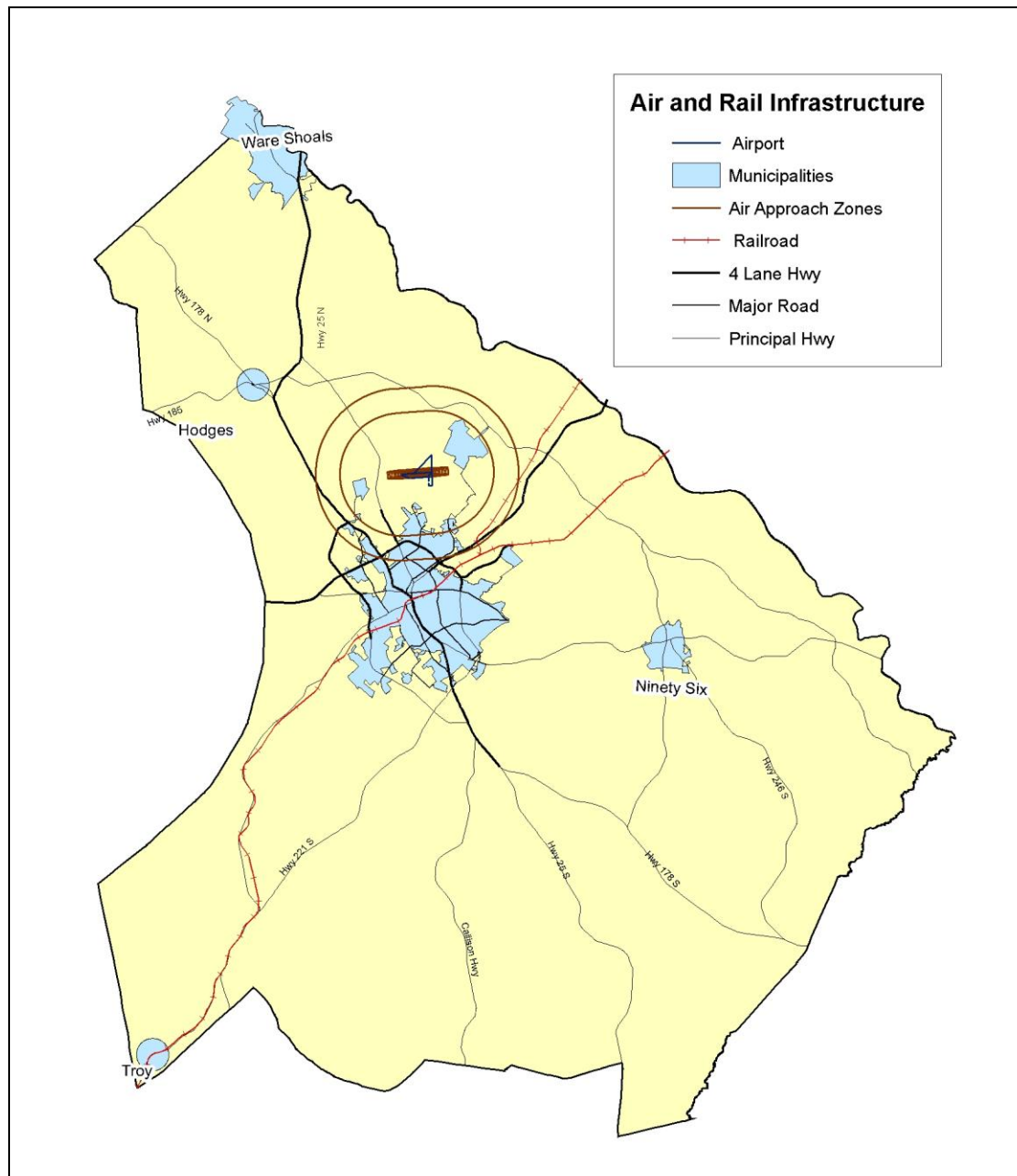
Greenwood County is served by rail lines maintained by CSX Corporation. This rail system provides rail freight transportation over a network of approximately 18,300 route miles in 20 states in the East, Midwest and South and in Ontario, Canada. Locally, Greenwood is the site of the Maxwell Yard - one of five freight classification yards in South Carolina. The Maxwell Yard is located southwest of the intersection of SC Highway 10 and 225 Bypass intersection just west of the city limits of Greenwood. Additional land in the area should be utilized for expansion of this freight yard. Meanwhile, negative impacts of noise need to be diminished through buffering of adjacent land uses.

The railroad system runs primarily on a northeast-southwest axis through Greenwood County, the City of Greenwood, and the Town of Troy (See Figure 8.9). This route provides rail service to Augusta, Greenville, Spartanburg, and Columbia and is a major contributor to the local economy. CSX currently provides service to 12 customers in Greenwood County with an average of 1,500 car loads of materials handled annually through these customers. This amounts to about \$3.6 million annually. Potential rail access in Greenwood County is available along SC Highway 10 towards Troy.

Rail service poses potential conflicts with automobile traffic at grade crossings. A recent study found that there are 30 public and 17 private crossings in Greenwood County. Of these crossings, only 16% had signs, lights and gates installed to prevent train-automobile collisions. Cooperation between local highway departments and CSX Corporation can minimize the potential danger at these crossings.

Passenger rail service is currently unavailable from Greenwood County. The closest Amtrak stations are located in Greenville and Columbia. Direct road networks linking Greenwood to other metropolitan areas have alleviated the need for passenger service. High speed rail is gaining as a transportation option in the United States. However, the potential for high speed rail access in Greenwood County is small as the Greenville/Spartanburg area has the most potential for rail corridor access between Charlotte and Atlanta.

Figure 8-9. Air and Rail Infrastructure



Source: Greenwood County GIS Department, 2006.

8.4.4 Public Transit

Public transit has always been a popular topic in Greenwood County. Just as in many other communities, this topic stalls when questions are asked as to why it is needed, who will use it and who will pay for the service. Current and projected population statistics for the county and municipalities do not meet typical characteristics for justification of a public transit system. However, public transit in the next twenty years may be more suitable for a small-scale ridership program, similar to those made available by the Piedmont Agency on Aging and the Emerald Center. The only available transportation service is provided by two private taxi services that are licensed from the City of Greenwood.

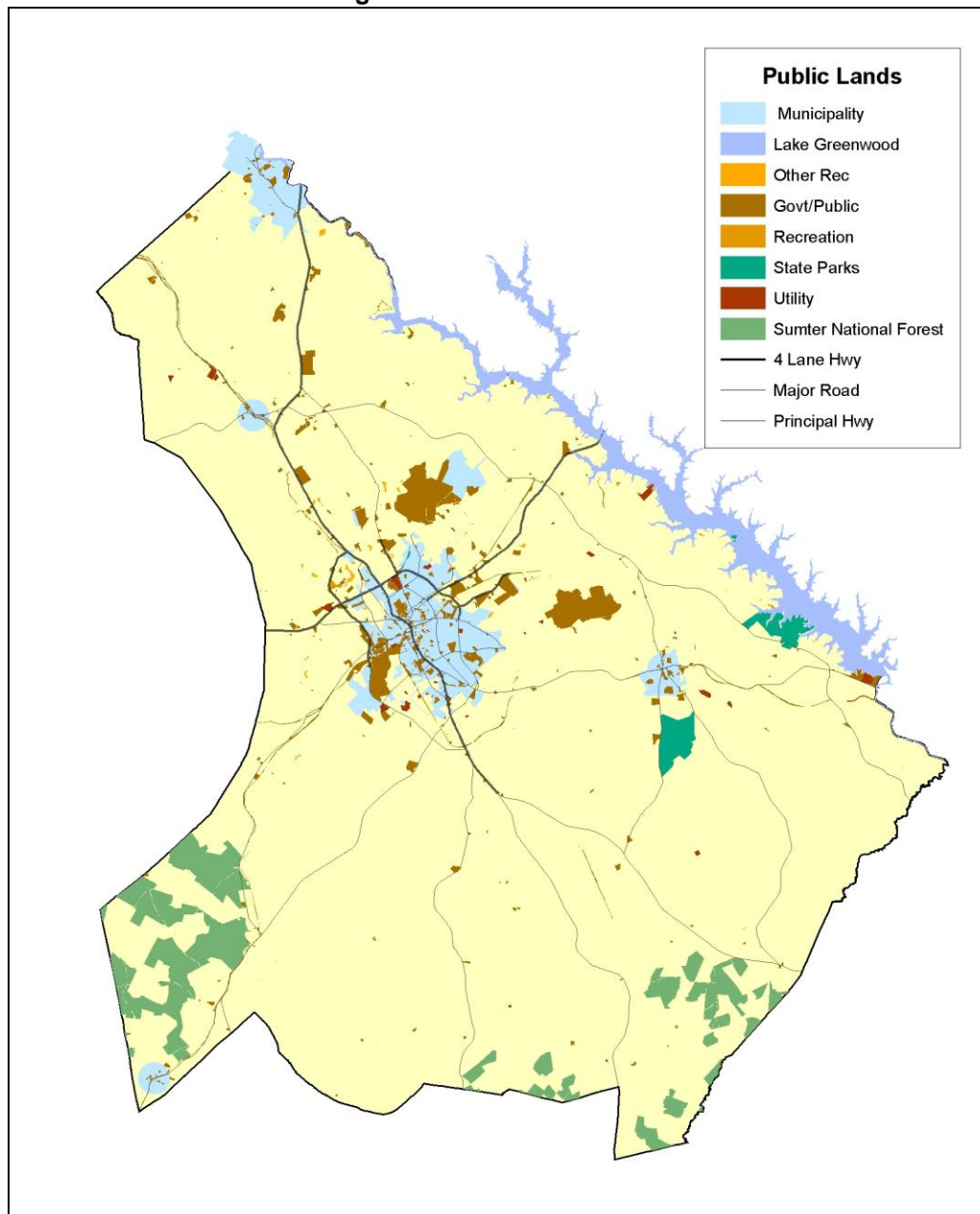
The Dial-a-Ride program is another such example of a small-scale transit system. These models are based on the idea that small vans will be available on certain days and at certain times to pick up

individuals in need of transportation. Similar systems can be found in smaller communities with a high aged population as this age group is dependent on friends and relatives for their transportation needs. This type of transit system needs to be explored in greater detail within the next five years to determine the needs of the community. Financing, transit routes, maintenance of fleet vehicles and cooperative ventures need to be attributed to this study.

8.5 Civic Facilities

Civic facilities are the structures, land and open spaces that are owned, operated and maintained for the benefit of the general public. These facilities house agencies that make our lives better and provide aid in times of need. Many times, these facilities are overlooked as the public tends to take them for granted. These civic facilities provide services that are vital to the safety, maintenance and growth of our community.

Figure 8-10. Public Lands



Source: Greenwood County GIS Department, 2006.

8.5.1 Government Buildings

Local government is established for the benefit of the people. By this definition, these public buildings should be located and constructed to be accessible for all of the public. In Greenwood County, nearly all government offices are located in the center of the city and towns. Basic accessibility to most facilities has been achieved. Enhanced accessibility beyond basic requirements continues to be a goal. The Americans with Disabilities Act (ADA) of 1990 provided an outline for structural enhancements to public buildings. It contains requirements for new construction, for alterations or renovations to buildings and facilities, and for improving access to existing facilities of private companies providing goods or services to the public. Federal, state and local government buildings throughout Greenwood County must continue to meet or exceed the ADA outline.

Future expansion of government office and meeting space is inevitable as the public demands more convenient, customer-oriented services. Future expansions to town and city halls and the county courthouse will result in the acquisition of additional property. For municipal governments, city halls should be located in the centers of the municipalities and should "set-the-tone" or architectural standard for other structures to imitate. Any structural changes should balance between being a structure that the public can be proud of, yet not so expensive that other services are jeopardized.

For Greenwood County, much of its public office space within the county courthouse is spread out upon a campus setting with the Greenwood City Hall. Also included in this campus is the city and county detention center. In order to maximize the potential of the site, both government organizations need to identify the future of the site by developing a campus plan. This plan should outline the existing public land, future use and possible phases for development of this plan. Lighting, landscaping, and parking should also be included in this process.

In 2006, Greenwood County purchased the Textile Building at 332 Main Street. This structure will be the future site of County Council, County Administration, and other related operations. This structure has 38,966 square feet of office space and a more visible presence on Main Street in Uptown Greenwood. As county government services expand, the need for customer convenience increases. Development of satellite offices and facilities may be needed in outlying areas. Budgetary projections need to include satellite facilities in the planning process.

Storage of public documents is a concern. Currently facilities are overwhelmed and a plan for storage and public access to these documents is needed. The possibility of creating an archivist position should be evaluated for inclusion in future budgets. Information provided to the public also needs to be accessible at various locations for easy retrieval. The Internet is a perfect forum for this type of accessibility. Also to be included in this discussion is placing public documents on microfilm or computer records. By providing other points to access these public documents, traffic is alleviated in and around the government campus in Greenwood.

Figure 8-11. Greenwood Government Complex – Uptown Greenwood



Source: Greenwood City/County Planning Department, 2006.

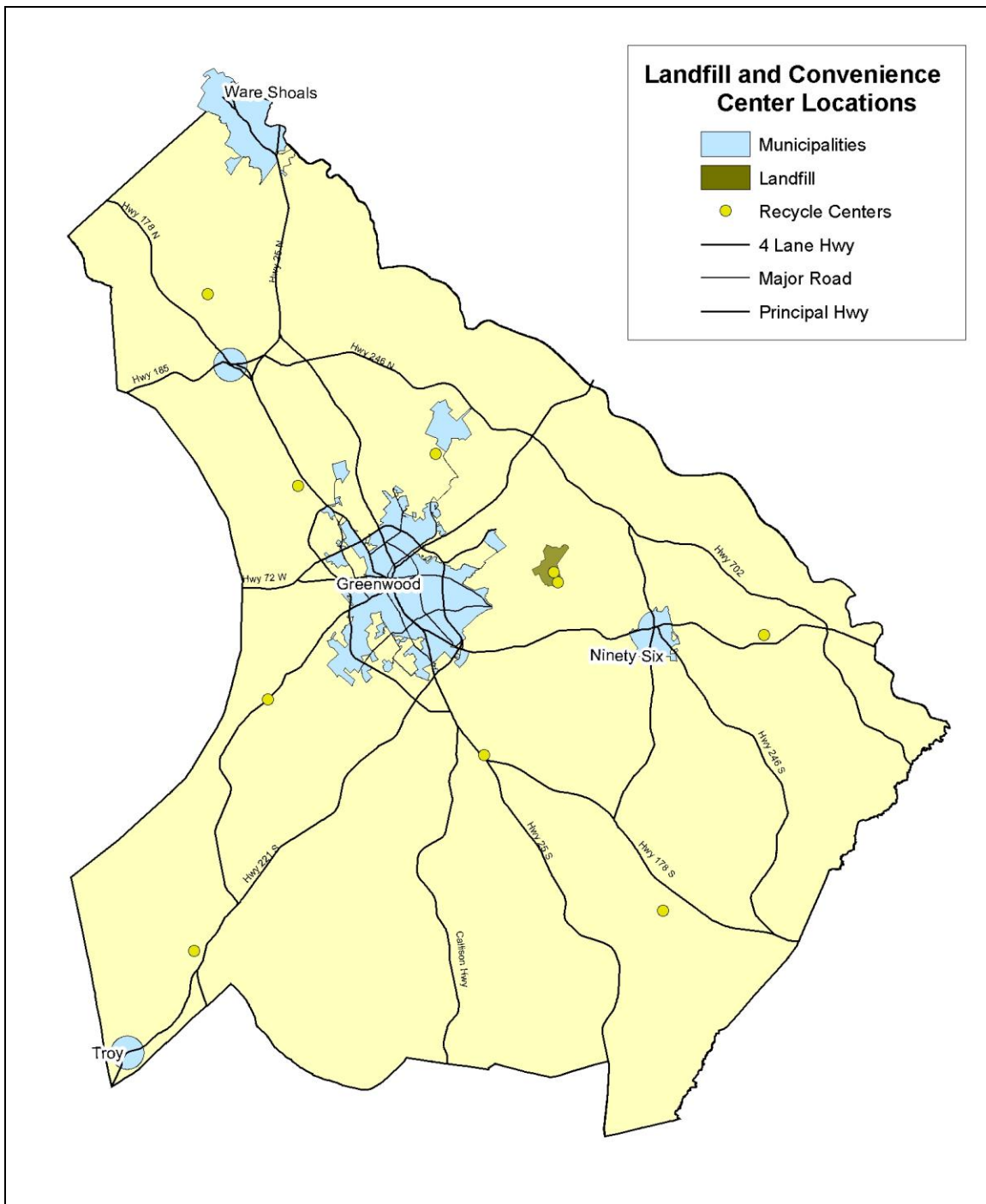
8.5.2 Landfill and Recycling Centers

Greenwood County's current methods of handling solid waste are among the most technologically advanced in South Carolina. Constructed in 1993, the County's Sub-title D sanitary landfill was the state's first county-owned landfill meeting all EPA design requirements. As such, this state-of-the-art landfill includes a number of protective liners and a leachate collection system to ensure that surrounding groundwater does not become contaminated. With an expected life of seven to eight years, the first in a series of "cells" served Greenwood through 2000, at which point cell II was constructed and is now nearing the end of its term of service. Cell III is scheduled for completion in October of 2006.

In order to extend the projected life of such a capital-intensive landfill, the County opted in 1989 to begin South Carolina's first county-wide curbside recycling program. County officials believed that if the residents were given the option of diverting materials from the waste stream in a convenient curbside program, then the demand on landfill space would be reduced. In this way, the landfill's life would be extended and future development costs would be delayed. Each year of operation has seen a reduction in the residential waste generation rate. Revenue from materials sold, as well as saved landfill space help offset the cost of operating the program.

In order to conform to state regulations, many other materials that were banned from landfills are also being recycled. This includes used oil, tires, lead-acid batteries, appliances, and yard waste. The County operates nine Solid Waste and Recycling Centers that accept recyclables and various types of household wastes. Located throughout the County, each center has trained attendants to assist residents and ensure proper handling of waste.

Figure 8-12. Landfill and Convenience Center Locations



Source: Greenwood City/County GIS Department, 2006.

Future plans for handling Greenwood County's solid waste may include the implementation of a "Pay-As-You-Throw" system, where residents will pay for waste disposal based on the amount they generate. This system appears to be the wave of the future on a national scale, with successful programs already established all over the United States. The beauty of the system is evident in the measurable correlation between reduced waste generation and increased recycling participation.

Other methods of handling solid waste, including incineration and export of waste, are not viable options for waste disposal. At this time, Greenwood County does not import waste from outside of the County and exports only that which is considered hazardous. The County currently receives a total of 280 tons of municipal waste per day, while industrial waste continues to make up a substantial portion of the waste stream as well.

Greenwood County's Department of Public Works, which operates both the landfill and recycling programs, is located on Siloam Church Road. With land holdings of more than 600 acres, landfilling should be feasible at this site until 2035. By 2020, however, the County must locate and secure another site suitable for additional landfill construction. The process leading up to the development of a landfill is arduous and lengthy. Therefore, considerable time must be given to this major land use decision. Public input should be obtained during the planning of a future site.

8.5.3 Libraries

Greenwood County, in cooperation with Abbeville County, provides a two-county regional public library system. Current facilities in Greenwood County include the main branch on Main Street in Greenwood and two additional satellite branches in Ware Shoals and Ninety Six. The Ware Shoals branch serves as a community and public school library. In addition, the library system also runs a bookmobile within the two county area.

The Abbeville-Greenwood Library System conducted a user survey of statistics from the public and has ascertained that the main branch library does not meet the current needs of the community. Some of the needs that have been identified include the need for conference room facilities to hold 100 people, a fixed-seat auditorium that seats 200 people, study rooms for students and teachers, and networked computer systems with access to the Internet. This facility will also need to accommodate 200 cars in an on-site parking lot. This facility will be needed prior to 2020. A needs assessment needs to be conducted by 2005 to determine if these needs have changed or if facilities need to be developed before 2020.

Greenwood County conducted a needs assessment study in 2006 in order to determine the proper size and space allocation for the proposed library facility. Greenwood County has purchased land for the new library, which will be located at 600 South Main Street. In this location the library will be a highly visible and vital part of the Uptown Greenwood area, and an important part of ongoing efforts to improve the area streetscape. The assessment determined that 62,000 square feet will meet the requirements for both expansion of the library collections as well as the demand for meeting space, conference rooms, and classrooms. The new facility is projected to feature 11,742 square feet dedicated to the adult and young adult collections, the attendant circulation desks and workspaces; 13,414 square feet are allocated to housing the reference and local history and genealogy collections; while the children's collection, desk, program space and workroom are slated to comprise 9,567 square feet. The library will feature a 175 seat general meeting room, two individual study rooms, four group study rooms, a ten seat conference room, and 618 square feet of space for public computers. The public meeting rooms and lobby area together total 4,789 square feet. The needs assessment also recommends a parking area large enough to accommodate 248 parking spaces and additional space for the necessary landscaping.

8.5.4 The Greenwood Civic Center

Located east of the City of Greenwood along US Highway 72 is the Greenwood Civic Center. This facility is a multiple use facility that provides meeting space and athletic facilities for the citizens of the County. The Civic Center has a seating capacity of 4,800 people. The site includes eight baseball fields, two soccer fields, six lighted tennis courts, a jogging track, one large and two small playgrounds, one skateboard park, two covered picnic shelters, a football stadium, a farmer's market and an animal shelter. Owned and maintained by Greenwood County, this facility fills a number of niches in the local community. However, this facility, constructed in the late 1970s, is showing signs of wear and tear. Unfortunately due

to the age of the structure, the Greenwood area is not as competitive with neighboring communities being able to provide the versatility needed for programs and performances. As such, Greenwood County should conduct a feasibility study and needs assessment to identify the needs of the community and develop adaptive reuse scenarios for the facility to become an effective regional civic center that is attractive to local community organizations as well as outside organizations.

8.5.5 The Greenwood Museum

The Greenwood Museum is a display of the cultural, natural and physical history of Greenwood County. This facility provides a window to the community's past and visions of the future. The Museum is currently located at 106 Main Street beside the Greenwood Community Theatre. The long term use of this structure is currently questionable. A recent inspection by the Greenwood City/County Building Inspection Department found that the structure is in satisfactory condition. However, there is a moisture problem in the facility which undermines the use of the structure as a storehouse of precious items. Moisture problems can have a catastrophic effect on artifacts. In addition, the building is within 100 feet of a major rail line which causes constant shifting and movement of fragile items. In 2005, the Museum acquired the Railroad Historical Center on South Main Street as an additional site of exhibits of transportation and culture from the 1800s to the present. On-site is a 2-8-2 steam locomotive and six pieces of rolling stock including a coach, dining car, sleeper and caboose.

8.5.6 Cultural Arts Facilities

Uptown revitalization centers on a ten-year plan designed to provide Greenwood with a more active city center as well as increasing the economic viability of the area by creating a improved sense of place and an attractive multi-use area. The plan includes three project areas, the Emerald Triangle, Maxwell Commons and Uptown Square, all of which will be implemented in phases. By keeping cultural facilities in the central business district of the county, the Uptown area begins to become a vibrant community after work hours. In addition, added economic benefits are garnered by commercial businesses that cater to the public after 5:00 p.m. This attracts more individuals to the Uptown area and therefore benefits our local economy.

As a leading phase to the City Center Plan, the *Emerald Triangle* will provide a cultural anchor to the downtown. The Triangle is a 9-acre area bounded by Main Street to the east, the railroad to the north and west, and Maxwell Avenue to the South. The cornerstone of the \$3.5 million Emerald Triangle project is the renovation and relocation of the historic Old Federal Building to house the Arts Council of Greenwood County, which opened in the spring of 2006. The Federal Building will also house offices for the Self Family Foundation, the Regional Visitor and Tourism Center, a public reception hall, an art gallery, and classrooms. The Triangle phase also includes renovations to accommodate the Greenwood Community Theatre and the Greenwood Museum, as well as streetscape improvements along Oregon Avenue. The improvements have been funded in part through grants by the SC Rural Infrastructure Fund, HUD Economic Development Initiative, Community Development Block Grants, and Emerald Triangle capital campaign.

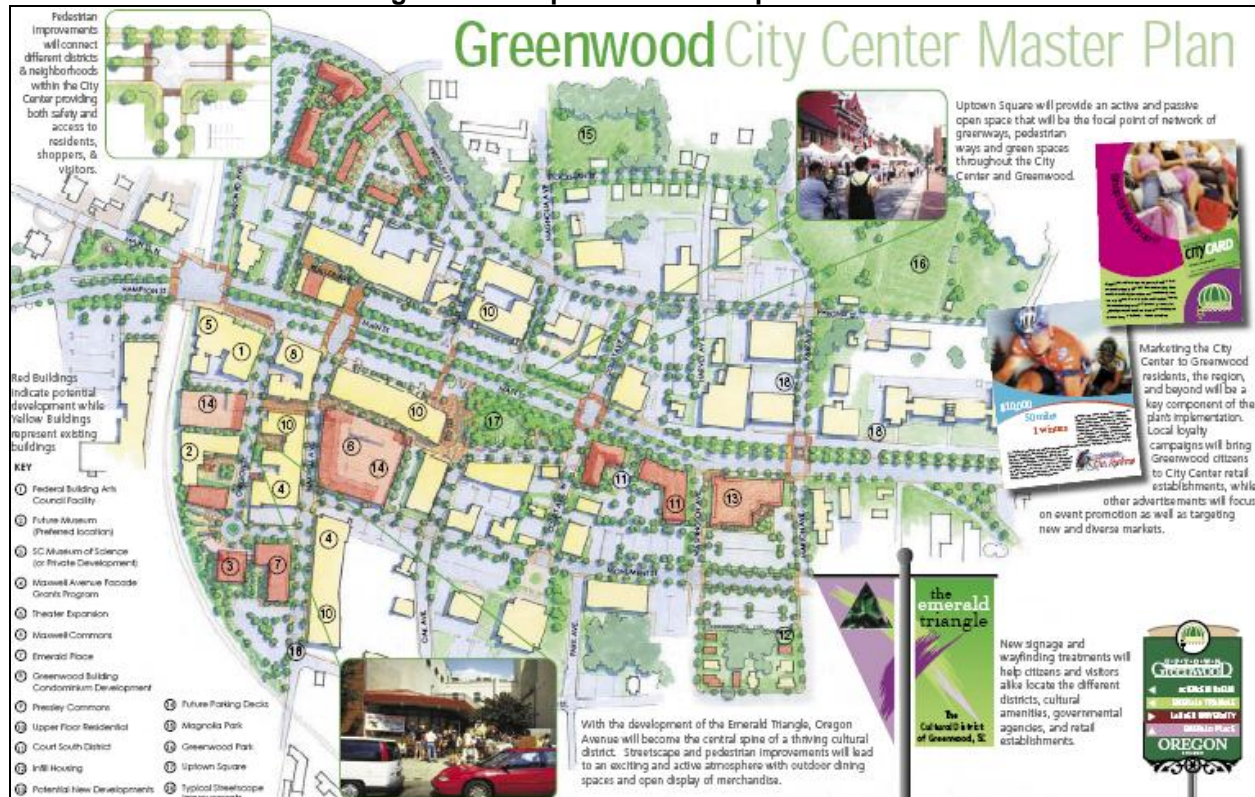
Maxwell Commons is a planned parking area along Maxwell Avenue to accommodate mixed retail and residential uses. The new *Greenwood County Library* is planned for location in the former Winn Dixie site on Main Street. The plan will culminate with the creation of *Uptown Square*, an active community focal point for outdoor cultural, arts and entertainment events.

The City Center Master Plan also incorporates a number of streetscape projects in downtown Greenwood. The *South Main Entrance Gateway* includes landscaping improvements in the old abandoned railroad right-of-way along South Main Street from the current location of the Inn on the Square to an area just north of the Old Greenwood High School Apartments. The City of Greenwood and Uptown Greenwood Development Corporation are providing matching funds for a SCDOT Transportation Enhancement Grant for this project.

To enhance access, the City will construct pedestrian crosswalks at the intersections of Maxwell and Main, Oak and Main, and Court and Main beginning in the fall of 2006, also with assistance from SCDOT Transportation Enhancement funds. Infrastructure improvements for Oregon Avenue will improve water, sewer, electrical, and storm water and provide extensive landscaping improvements. A Community

Development Block Grant (CBDG) has been awarded to the City by the South Carolina Department of Commerce for this project, matched with local funding from the Greenwood Metropolitan District, the Greenwood Commissioners of Public Works, and the City of Greenwood. Facade and streetscape improvements along Maxwell Avenue will enhance the original downtown architecture and historic character of the area in an effort to foster the location of new retail and restaurant establishments along the corridor.

Figure 8-13. Uptown Redevelopment Plan



Source: Uptown Greenwood Development Corporation, 2006.

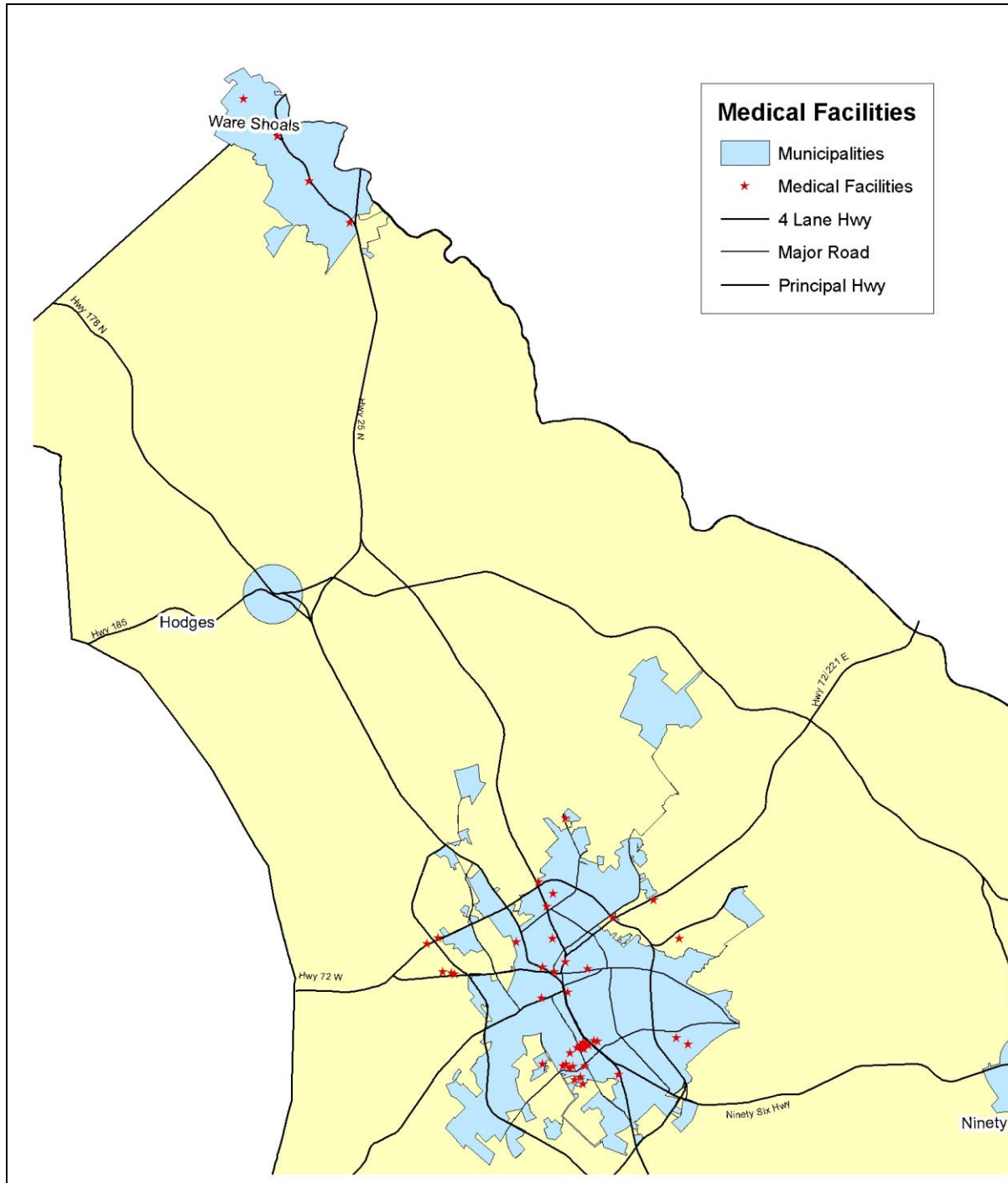
8.5.7. Hospitals and Medical Facilities

The citizens of Greenwood County are fortunate in being provided with a regional medical center. Self Regional Healthcare, located off of Edgefield Street and Alexander Avenue Extension, serves numerous communities in a six county area. This medical facility is a combination of health centers that provides a community-based, full service facility. The hospital employs approximately 2,200 employees which includes 179 staff physicians. The facility is also licensed for 421 beds. In particular, this facility includes a cancer center, heart catheterization facility, emergency care center, outpatient surgery, mental health unit, child birth center, neonatal intensive care unit, pediatric floor, critical care unit, and full radiology center. Also on the main campus site is the Carolina Vascular Institute, the Montgomery Center for Family Health Care, the Nesbitt Center and the Cardiac Rehabilitation Center. Along with these services, Self Regional Healthcare provides community outreach programs to bring health issues closer to the public. For example, Self Memorial has opened a fitness center called Wellness Works that provides the public an alternative for health programs and classes. Another outreach initiative has been the construction of a satellite emergency room at the intersection of Highway 72 Bypass and Highway 254 And treatment facilities at Highway 25 and Greenwood Avenue in Ware Shoals. These facilities provide emergency assistance for areas north of the City of Greenwood.

Another medical facility that has impacted our community is the Greenwood Genetics Center. This facility is regionally renowned in the Southeast medical community. This facility provides a number of medical programs to benefit individuals with fertility related issues or those who have genetic-related health problems. This research-oriented office complex is situated southwest of Self Regional Healthcare on

Gregor Mendel Boulevard. The scope of services offered at the facility will increase in the future as the Genetics Collaborative develops. The Collaborative is designed to research and doctoral education in genetics, and is funded through a \$15 million investment. Future lands around both of these medical complexes should serve for expansion as the medical needs of the community increases.

Figure 8-14. Medical Service Map



Source: Greenwood County GIS Department, 2006.

8.5.8 Parks and Recreational Facilities

Public facilities are a large part of our communities that many of us take for granted. Specifically, open spaces that are preserved for future park and recreational uses are needed to provide harmonious development patterns in our communities.

In 1991, the Greenwood County Council identified the need for a county-wide, comprehensive parks and recreation plan. This plan was to inventory existing park sites and recommend additional sites for future development. The study classified parks into seven categories (See Figure 8.15). Passive parks are defined as those park spaces that allow for informal recreational activities such as walking, picnicking, playfields, and the like. Active parks are those spaces that are more formalized to a specific activity such as soccer, football, softball, tennis, basketball, etc. Our community needs a mixture of both of these types of parks to adequately meet the needs of the residents. Currently, there are nine designated parks in Greenwood County.

Figure 8-15. Parks and Recreational Facility Site Requirements

Facility	Population Served	Area Requirements	Activity Type
Mini Park	500	1 acre	P
Neighborhood Park	2,000	4 acres	P or A
Playfield/Ballfield	5,000	15 acres	A
Recreational Complex	10,000	20 acres	A
City/Community Park	20,000	20 acres	P
District Park	40,000	100 – 300 acres	P & A
Multi-Purpose Facility	Varies	Varies	Varies

P=Passive Use A=Active Use

Source: Greenwood County Parks and Recreation Plan Update, 1992.

Additional sites are also available for recreational use within Greenwood. These include small municipal parks, community centers, the Cokesbury Historical Site, Star Fort National Historic Site, the Sumter National Forest, and the Lake Greenwood State Park. The 1992 plan also cited other areas of recreational opportunities:

There are also a significant number of existing facilities associated with educational institutions in Greenwood County. The County School Districts operate numerous playground and recreational sites in conjunction with the schools. One site deserving specific reference is the Old Greenwood High Ballfield located off Phoenix Street in the City of Greenwood. It should also be noted that there are also recreational facilities on the campus of Lander University and Piedmont Technical College. Among the privately operated recreational facilities are the YMCA Complex, seven golf courses, three private tennis facilities, numerous residential amenity areas, and several recreational sites owned by local industry

The City of Greenwood has acquired a portion of the Phoenix Street site and this should be reevaluated in the future.

Figure 8-16. Existing County Parks

Facility Name	Location	Acre age	Amenities
Greenwood Civic Center Complex	Highway 72/221 East	96	2 Soccer Fields, 8 Ballfields, 6 Tennis Courts, Jogging/Fitness Trail, 2 Picnic Shelters, 3 Playgrounds, 1 skateboard park Complex, and Storage Buildings
Seaboard Recreational Complex	Seaboard Avenue	5	Gym, All-Purpose Court, Ballfield, Swimming Pool
Promised Land	Highway 10	6	Ballfield, Concession/Restrooms Building
Stockman Park	Highway 25 South	5	Playfield, Tennis/Basketball Courts
Ninety Six	South Cambridge Avenue	10	Complex Building, 3 Ballfields, Playground, Storage
Cokesbury	Cokesbury	4	Ballfield, Concession/Restroom Building
Legion Stadium (Lander University)	Highway 72/221 East	4	Ballfield, Clubhouse and Concession Building
Holmes Street	Holmes Street	2	Basketball Court, Playground
Civic Center	Highway 72/221	18	Meeting and Craft Rooms, Large Grounds and Parking Areas, Offices
Ware Shoals Young Park	Main St.	12	3 Ballfields, Restrooms, Picnic Shelter, Jogging/Fitness Trail
Ware Shoals Larry Traynham	79 S. Greenwood Ave	2	Gymnasium, Meeting Rooms
Farmer's Market		1	Multipurpose Building, Basketball
Magnolia Park	244 Magnolia Avenue	3	Playground, Walking Track, Picnic Shelter
Gage Street	Gage Street		Playground
Grendel Community Park	Holmes St.	1	Playground
West Cambridge Park	451 Grove St.	3	Playground, Picnic Shelter

Source: Greenwood County Parks and Recreation Department, 2006

A 1999 park and playground study conducted by the Greenwood County Parks and Recreation Department found that there are a number of items that need to be addressed within the next five to ten years. Specifically, this study identified and prioritized the needs of facilities within the County park system. Many of these items have been completed while others are being developed.

If we look at national averages on park spaces, we find that the number of parks in Greenwood County is deficient. Based on standards of the National Recreation and Park Association (NRPA), different types of parks should be developed based on a given population. These standards should be used as a guide for the future development of park spaces in Greenwood County. As our population increases, so too does the amount of deficient parks. Therefore, local governing bodies need to develop procedures to outline ways to annually acquire additional sites to offset this deficit.

In Greenwood County, parks and recreational facilities have typically centered around sports complexes and ball fields. This is certainly an important aspect of public facilities. However, for far too long, the communities in Greenwood County have neglected the aspects of open spaces and park development. The Greenwood Parks Commission was formed to designate areas for park acquisition and development.

Figure 8-17. Parks and Recreation Needs Assessment

1. The complete renovation and replacement of all playground equipment at the Greenwood Recreational Complex and the Ninety Six Foz Boozer Complex. Renovation should include fenced play lots for specific age groups and be constructed using the most updated safety features available.	Completed
2. The complete renovation of the Greenwood Tennis Facility, located at the Greenwood Athletic Complex. This proposal includes court resurfacing, new fencing, upgraded lighting and pro shop upgrades.	Completed
3. The complete renovation of the county facility known as Stockman Park. Stockman park was originally constructed as a playfield/ballfield complex. It is proposed that this park be renovated into a neighborhood park facility.	Completed
4. The completion of Phase II and Phase III at the Turkey Creek Facility in Ware Shoals. Phase II would include completion of grading and the construction of Ballfield No. 2. Phase III would be the construction of a playground, picnic area, and walking/jogging track.	Completed
5. The complete renovation of the county facility known as Cokesbury Park. Cokesbury Park was originally constructed as a playfield/ballfield facility. It is proposed that this park be renovated into a mini park or neighborhood park.	Not Completed
6. The complete renovation of the county facility known as Promised Land Park. The park was originally designed as a playfield/ballfield facility. It is proposed that this park be renovated into a minipark or neighborhood park.	Deeded to the Community
7. Greenwood County evaluation and pursuance of the purchase of property suitable for a new district park. This would serve as an expansion for the currently overcrowded conditions of the Greenwood Athletic Complex. Once a suitable location is secured, the construction of a new youth sports facility is proposed.	
8. The evaluation of the need for an Indoor Youth Sports Facility. This type of facility would accommodate year round youth sports programs, especially winter programs. This evaluation should include the feasibility of new construction versus the renovation of an existing facility.	
9. Development of the Brewer Community Center and adjacent property.	
10. Renovation of the Larry Traynham Center in Ware Shoals.	
11. Renovation and development of the Community Center in Ninety Six.	
12. Replacement of the R.L. Stevens Center swimming pool with the Aquatic Center developed at the Brewer Community Complex.	

Source: Greenwood County Department of Parks and Recreation, 1999 & 2006.

One of the main planning tools of the organization is the *1999 Comprehensive Passive Park Plan for Greenwood County*. The Commission, in cooperation with Clemson University, developed a working plan for long-range needs of and procedures for park development.

A form of park development that is becoming increasingly popular is the idea of greenways or linear parks. Greenways are hiking, biking, walking and jogging trails that utilize existing infrastructure easements, flood plains, and abandoned railway corridors to provide pedestrian linkages to local areas. Specifically, this park type provides an alternative mode of transportation. The South Carolina Parks, Recreation and Tourism outline the benefits:

As transportation corridors, trails provide avenues for people en route to work, school and entertainment. They can provide an important element of a comprehensive transportation system. When trails are constructed along corridors, the noise and congestion of automobile traffic are reduced. In many urban and suburban areas, bicycle commuting can compete favorably with commuting by car.

Furthermore, this additional mode of transportation, enables the public the opportunity to increase their fitness through the provision of public spaces and improving recreation opportunities. Other benefits include a network of migration routes for wildlife and highlighting scenic beauty in the area. Perhaps one of the main benefits are the environmental impacts that greenways can provide. Greenways protect water quality and aquatic and stream corridor habitats. Most of these benefits are from reducing surface water pollution and preventing erosion of sediment and flooding of private lands. Locally, there are a number of areas that need to be targeted for this type of park development.

Figure 8-18. Economic Benefits of Greenways

1. Real Property Values –	Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs.
2. Expenditures by Residents –	Spending by local residents on greenway related activities helps support recreation oriented businesses and employment, as well as other businesses that are patronized by greenway and trail users.
3. Commercial Uses –	Greenways often provide business opportunities, locations and resources for commercial activities such as recreation equipment rentals and sales, lessons and other related businesses.
4. Tourism –	Greenways are often major tourist attractions that generate expenditures on lodging, food and recreation oriented services. Greenways also help improve the overall appeal of a community to perspective tourists and new residents.
5. Agency Expenditures –	The agency responsible for managing a river, trail or greenway can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.
6. Corporate Relocation –	Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.
7. Public Cost Reduction –	The conservation of rivers, trails and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.
8. Intrinsic Value –	While greenways have many economic benefits, it is important to remember the intrinsic environmental and recreation value of preserving rivers, trails and other open space corridors.

Source: *The American Greenways Program.*

Figure 8-19. Proposed Greenway Development

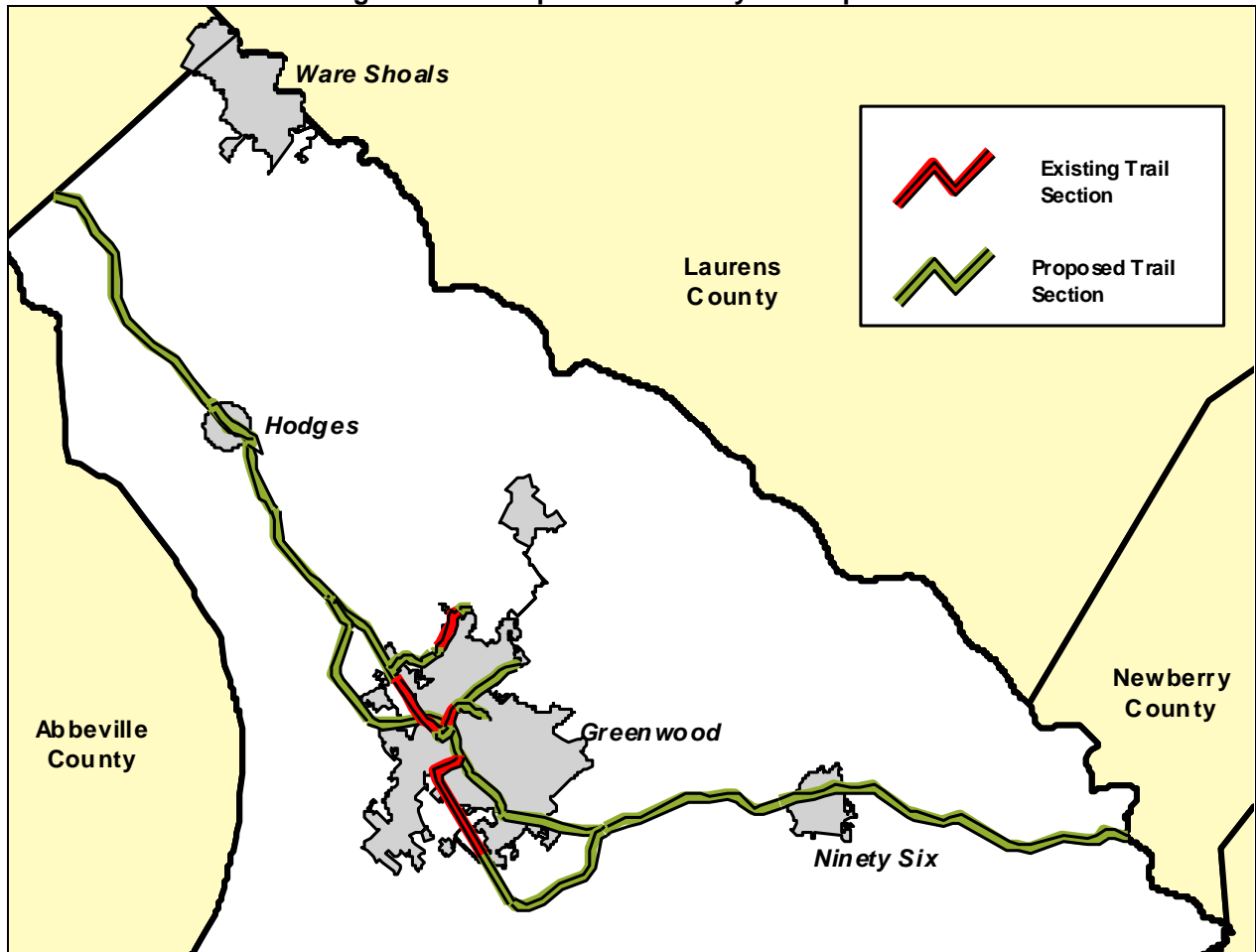


Figure 8-20. Recommended Park Spaces

Location	2006 Parks	2025 Park Needs Based on Population	Difference	# Developed Per Year
Greenwood				
Minipark	5	44	39	2 .05
Neighborhood Park	2	11	9	0.05
Community Park	0	3	3	0.15
Regional Park	0	2	2	0.11
Linear Park (Greenway)	2.06 miles	11 miles	8.94 miles	0.47 miles
Hodges*				
Ninety Six				
Minipark	0	4	2	0.11
Neighborhood Park	1	1	0	0
Community Park	0	0	0	0
Regional Park	0	0	0	0
Linear Park (Greenway)	0.88 miles	1 mile	0.12 miles	0.006 miles
Troy*				
Ware Shoals				
Minipark	1	5	4	0.21
Neighborhood Park	1	1	0	0
Community Park	0	0	0	0
Regional Park	0	0	0	0
Linear Park (Greenway)	0	1 mile	1 mile	0.05 miles
Unincorporated				
Minipark	4	53	49	2.58
Neighborhood Park	0	13	13	0.68
Community Park	0	4	4	0.21
Regional Park	1	3	2	0.11
Linear Park (Greenway)	2.54 miles	13 miles	10.46 miles	0.55 miles

Note: Hodges and Troy had population levels lower than prescribed park-to- citizen ratios.

Source: National Recreation and Park Association

Figure 8-21. Park Definitions

Minipark –	Small scale, urban/suburban areas that typically have a passive character with play areas for children. Average one to two acres with 500 persons residing in close proximity.
Neighborhood Park –	Somewhat larger urban/suburban area serving 2,000 persons. Average 15 acres reflecting the character of the surrounding community.
Community Park –	Passive set of amenities such as walking and hiking trails of 25 acres or more serving 7,500 or more persons.
Regional Park –	Largest park setting with a multiple use facility for both active and passive amenities serving 10,000 people. Park size is no less than 100 acres.
Linear Park (Greenway) –	Park concept of utilizing rail and utility corridors an average of 20 feet wide for nonmotorized traffic. One linear mile of park serves 2,000 people.

Source: National Recreation and Park Association

An additional aspect of this concept is the idea of linkages. A state-wide trail is within the planning stages and is known as the Palmetto Trail. This trail will be a 400 plus mile trail for hiking, mountain biking and horseback riding. When completed, the Palmetto Trail will start in the Blue Ridge Mountains, cross through the heart of the state and end near the Town of Awendaw in Charleston County. Unfortunately, this trail will not enter Greenwood County. However, Newberry County is planning an extension to follow the abandoned Norfolk Southern railway right-of way which runs through the Town of Ninety Six and the City of Greenwood, in order to provide an extension to the Town of Newberry and Newberry County. Greenwood County and municipal officials should work together to link the county-wide network to the Palmetto Trail for tourism and recreation development.

As can be seen from the text, Greenwood County and its local governments are in immediate need of additional space for parks and recreational sites. The total number of parks currently available are significantly below the recommended number based on population standards. To further compound the situation, as our population increases, we fall further behind national averages for park space. A countywide interjurisdictional park development plan with innovative funding options needs to be developed to begin closing this gap between population and park sites. Public monies should be appropriated and leveraged annually to increase the park-to-citizen ratio by 2025.

8.5.9 Public Landscaping and Spaces

One type of community facility that is overlooked is the landscape that is found along and beside public areas. Specifically, landscaping and streetscape improvements that involve plant material, benches, water fountains, statues and the like are too often ignored in what we consider as public facilities. These items are what make an area, city, town, *etc.* unique and liveable. The State of South Carolina recently has planted wildflowers in medians of interstate highways to beautify these traffic corridors. In Greenwood County, public landscapes are most noticeable around city and town halls, the county courthouse, and town squares. As public sites, these areas should be maintained as sites that citizens can be proud of. They also should be maintained to serve as an example to encourage the same quality of maintenance to private properties within Greenwood County.

Local governments in Greenwood County should perform an inventory of public spaces, furniture, facilities, and landmarks that are used by the general public. This inventory will ensure that there are adequate facilities available and that these facilities are maintained to a high standard. Public and private funds also need to be generated to provide further improvements to the area. Another topic that each local government needs to evaluate is entranceway enhancements into the County and municipalities. Signage and land use decisions are major aspects of an entranceway plan that need to be included. Uptown Greenwood is a good example of using planted medians and streetside improvements. In future plans of Uptown Greenwood, continuation of this streetscape plan needs to be implemented north and south along Main Street.

8.6 Public Service Facilities

An area of community facilities that is important is our public services that protect and assist the citizens of the county. The safety and general welfare of the public is their basic objective.

8.6.1 Fire Departments

Fire protection is an immediate concern in Greenwood County. Protection is provided though both municipal fire departments and volunteer fire departments. The City of Greenwood and the Towns of Ninety Six and Ware Shoals maintain their own respective fire equipment and facilities. Ten volunteer groups provide protection to the rest of the county: Troy, Promised Land, Northwest, Hodges-Cokesbury, Coronaca, Lower Lake Greenwood, Epworth-Phoenix, Highway 34, Callison and Tri-County. The current ISO ratings are as follows:

Figure 8-22. ISO Public Protection Classifications

Fire District	Classification
Greenwood City	2
Northwest	5
Lower Lake Greenwood	5/9
Promised Land	5/9
Ware Shoals Town	5/9
Ninety Six Town	6
Hodges-Cokesbury	6/9
Coronaca	7
Highway 34	7/9
Callison	9
Epworth Phoenix	9
Tri-County	9
Troy	9/10

*Note: Classifications separated by a slash indicate areas serviced by hydrants and those without hydrants, respectively.
Source: Insurance Services Office, 2006*

These ratings are periodically evaluated for upgrades by the Insurance Services Office, a risk assessment organization that gathers information and provides data to a varied list of professionals in fields such as insurance, finance, health services and government. The ISO analyzes each fire station using their Fire Suppression Rating Schedule (FSRS), and arrives at a Public Protection Classification ranging from one to ten: class one being exemplary and class ten indicating that the minimum ISO criteria have not been met. These ratings lower the insurance of property owners within their respective service boundaries, and help fire departments in planning for budgeting, equipment upgrades and training. Funding to volunteer fire departments is provided by county taxes to expand the services to the local community. The City of Greenwood Fire Department and the Northwest Volunteer Fire Department are planning expansions of their facilities or development of an additional site for better protection. The need for these expansions are based on the increases in population and development within the service area boundaries of these two departments. As the size and population of our communities increase, periodic evaluation of the service area boundaries and the facilities are needed to ensure the safety of the public.

8.6.2 Police/Sheriff Departments

The City of Greenwood Police Department is an internationally accredited program that employs 54 officers for the protection of the City. Currently the Greenwood City Police Department does not have a long range plan for the development of satellite police stations. As the city annexes additional land and the population increases, additional offices, vehicles and storage capacity will be needed. The City should begin to outline the long-range safety needs of the city to determine if property acquisition is needed within the next five years.

The Greenwood County Sheriff's Office is responsible for providing safety protection to the unincorporated areas of Greenwood County. The municipal governments of Greenwood, Ware Shoals, Hodges and Ninety Six all maintain their own respective police departments. However, the Sheriff's Office currently assists these municipalities in time of need if requested. The Town of Troy currently does not have a police department and the Greenwood County Sheriff's Office provides services to the town.

The county's growth in population will continue to increase the needs of public safety. Due to this growth, two substations will be needed by 2010 for dispatch of officers. The locations of these sites should be targeted towards the more densely populated areas north and east of the City of Greenwood.

Administration and detention space is also of a concern. The current site of the administration and detention center is located one block southwest of the County Courthouse Building. The administration offices have reached capacity levels. Additional space within walking distance to the Courthouse will be

needed to accommodate the increased number of case loads. Furthermore, the detention center is operating within the capacity of the facility. Projections for the facility show that additional housing units or cells will be needed by 2010 to handle the increased number of inmates detained locally. These additional units should be constructed as close to the County Courthouse for the convenience of transporting inmates to trial.

8.6.3 Emergency Medical Services

An additional agency that handles public safety is emergency medical services or EMS. This county department provides medical response in times of emergency. Based through the countywide 911 system, EMS serves as a rapid response and transport service to all areas of Greenwood County.

The central administration EMS area is located in the Greenwood County courthouse. This serves as a central location for quick response direction and staff operations to those in the field.

Currently, four locations are used to provide service: Highway 25 south of Ware Shoals, Highway 246 north of Ninety Six, Highway 25 south of the City of Greenwood and the county courthouse. These facilities accommodate a large percentage of the county population, yet far too many are not served appropriately. Expansion efforts need to be undertaken for an additional EMS substation. The substation should be located north of the City of Greenwood near the intersection of Grace Street, Highway 254 and Bypass 72 and 25. This site should also serve as a central operation center for the county and would significantly improve the response time to the most populated areas of the county.

Rural service also needs to be provided to the eastern and southern portions of the county. An efficient and cost effective way to provide this service is through the stationing of quick response vehicles (QRVs) in specific areas. By stationing these vehicles within different portions of the county, more areas of the county are served and response times are lessened. By placing three QRVs in three different locations, most of Greenwood County is served with a fifteen minute response time. These three locations include Emerald Road and Highway 246, Highway 10 and Muckaway Road, and Highway 67 and County Line Road.

8.7 Educational Facilities

One of the most important aspects of our County's community facilities is education. Greenwood County is home to three public school districts, a community technical college, a public university and four private schools. Future developments in education affect the local community and the land usage of the area. Some of the largest users of land in Greenwood County are the public school districts.

8.7.1 Greenwood School District 50

Greenwood School District 50 is the largest school district in Greenwood County in terms of student population and land area. The student count in 2005 was 9,147 pupils. In 1996, Greenwood 50 was the 25th most populated school district out of 91 districts in South Carolina. District 50 maintains nine elementary schools, three middle schools, and two high schools. The district also maintains a vocational school that is utilized by Districts 51 and 52. Projections furnished by the South Carolina Department of Education show that during a ten-year time period (1992 - 2002) the school district is expected to expand by 2.54% or 214 students. Since 1988, the school district enrollment has decreased by 81 students. District officials state that this decline is in response to the presence of private schools in the local area with 1,300 to 1,400 students attending.

A large percentage of the district's capital facility funds in the future will not be spent on additional school sites. Rather, a majority of tax monies will go towards upgrades and improvements to existing facilities. School District 50 is in the process of a District Capital Improvement Plan to outline the potential needs of the school district. The school district has outlined a three-phase plan to upgrade its facilities and is currently in the second phase of the project. Greenwood School District 50 began a construction process in 2001 for the construction of three middle schools to replace two aging buildings. Two schools have been completed: Westview and Brewer Middle Schools. The third school - Northside Middle - is slated to open in 2007. As the county's population increases, the need for additional facilities is a concern. The average age of the nine elementary school building is 50 years old. With the age of these facilities, additional upgrades will be needed as well as evaluation of whether it is more feasible to upgrade the

existing buildings or construct new facilities. By 2005, the middle schools of the district will be upgraded for maintenance, air systems, computer systems and the like as these structures are an average of 50 years old. The school district projects with its manageable student growth rate, 15 to 25 additional classrooms will be needed over the next twenty years.

However, current education reform at the state level is a concern. If districts are mandated to modify current pupil/teacher ratios, additional classrooms will need to be constructed. This is a concern not only with District 50, but with other school districts as well.

8.7.2 Greenwood School District 51

The Greenwood School District 51 includes the Ware Shoals community and a majority of northern Greenwood County. The district also encompasses sections of Abbeville and Laurens Counties. District 51 maintains one primary school, one elementary school and one high school. The student count in this school district was 1,159 pupils in 2005. The South Carolina Department of Education estimates that the pupil count will remain constant through 2010.

The county has also completed a sorely needed project for both the school district and the Ware Shoals community. The Greenwood/Abbeville Public Library System and the school district have pooled resources to place a satellite library next to Ware Shoals High School. This facility was funded through private contributions and public monies and the facility is shared by the community and the school district.

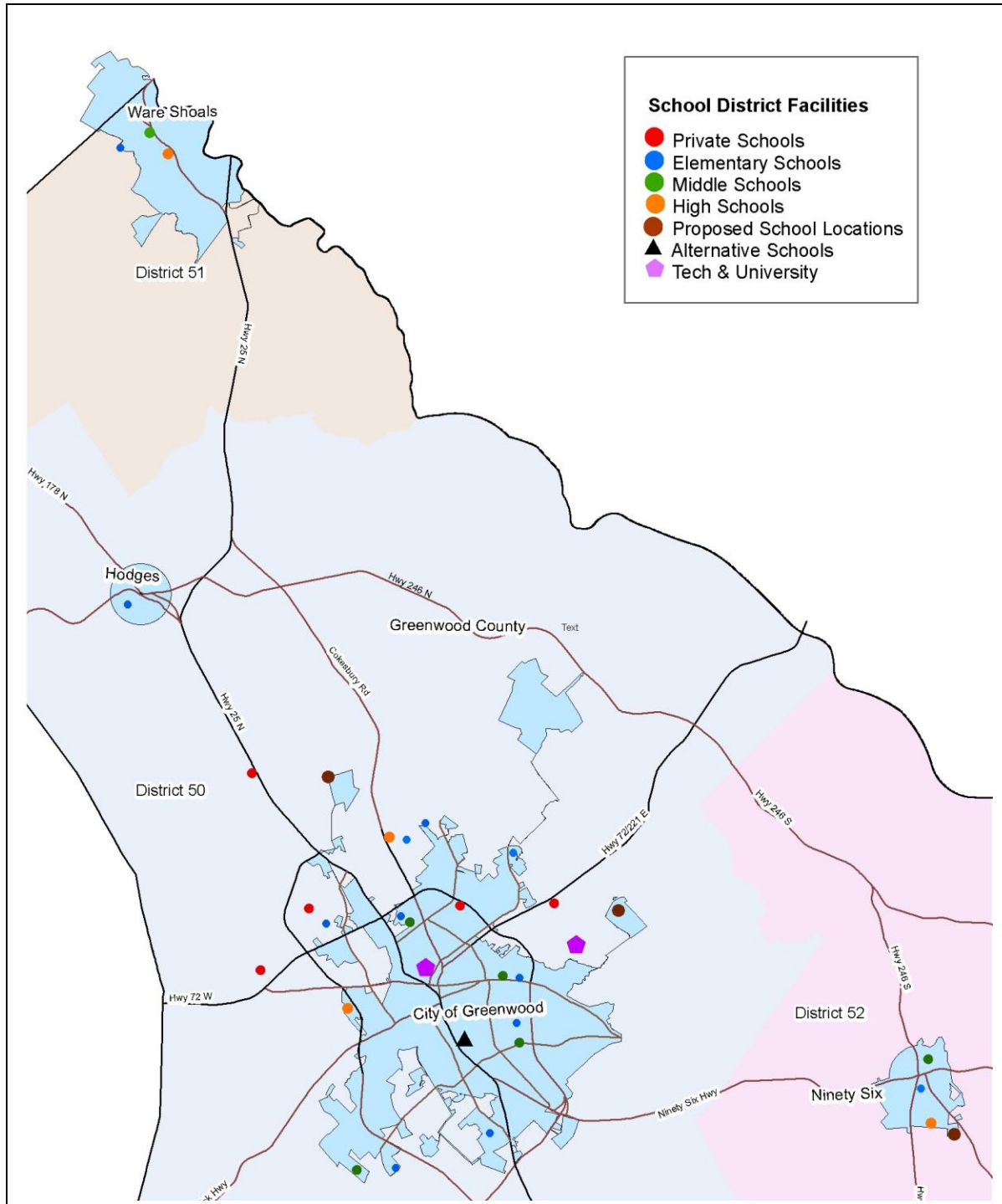
Additional long-range plans for the district are in the preliminary stages. The district is working with the State Board of Education to develop specific projections for the student population. A number of the facility needs within the next twenty years will be concerned with upgrades and maintenance to existing facilities. Along with these upgrades are the concerns over older buildings being able to handle the upgrades and whether these upgrades are cost prohibitive in comparison to construction of new facilities. If new facilities are developed, a strategic plan for reuse of the old structure should be developed so as not to abandon a derelict building.

8.7.3 Greenwood School District 52

Greenwood School District 52 encompasses eastern Greenwood County and the community of Ninety Six. This school district in 2005 had a pupil count of 1,636 students. This district is the second largest in terms of student population in Greenwood County. The district maintains one elementary school, one middle school and one high school.

The Greenwood School District 52 is in the process of determining future facility needs through a study of acquisition of a future development site. Further study is underway to assess the feasibility and need of a future elementary school to accommodate 375 to 700 students.

Figure 8-23. School District Facilities



Source: Greenwood County GIS Department, 2006.

8.7.4 Piedmont Technical College

Greenwood County is home to the main campus of Piedmont Technical College located along Emerald Road. This facility includes 344,528 square feet of new buildings and additions from the initial building that was constructed in 1966. New buildings that are targeted for development at the Greenwood Campus include:

- Multi-purpose Building Expansion,
- Conference Center Expansion,
- Mortuary Science Expansion,
- General Classroom Expansion, and
- Child Care Center.

For further expansion, additional acreage will need to be acquired in order to provide "breathing room" for the campus. Specifically, adjacent parcels are the most attractive if and when they become available.

Parking facilities are an additional concern. There are currently 1,500 parking spaces at the site. Current projections show that within the next five years, 300 to 600 additional parking spaces will be needed. Additional acreage has been purchased to alleviate this need for an influx in parking. However, this need for expansion will continue as the college becomes even more successful in educating the public.

Over the last ten years, the enrollment at the college has increased. Between 1995 and 2005, Piedmont Technical College's enrollment increased by 38%, which was the seventh highest increase of the sixteen technical colleges in South Carolina. Those colleges with the largest increases during this time period were Central Carolina (50%), Horry-Georgetown (47%), and Spartanburg (47%).

Figure 8-24. Piedmont Technical College Enrollment

Year	Enrollment
1995	3,147
1996	3,264
1997	3,415
1998	3,715
1999	3,534
2000	4,104
2001	4,544
2002	4,911
2003	5,031
2004	4,592
2005	4,449

Source: Piedmont Technical College Administration Office, 2006.

8.7.5 Lander University

Located within the heart of the City of Greenwood, Lander University is a public four-year multiple discipline university. The student body has increased over the past ten years and this increase is projected to continue. This growth is positive for the university as well as the community. However, as the student population grows, so too does the needs of this youthful population. Currently, the on-campus student housing that is available is spread out around the main campus. An 86-room facility is found one mile south of the campus: Greenwood High Apartments. Other dormitories are found across busy intersections. Pedestrian or bicycle linkages are needed to these facilities to ensure the safe mobility of the student population, while minimizing the need for additional parking on-campus. Additional on-campus housing will be a continual issue for the university. The Lander University administration is dedicated to long-range planning as they have developed a strategic plan for the future needs of the university. A new Student Union Facility is being planned for the site of the Sproles Recreation Center. This 60 to 75,000 square foot facility would house many of the campus agencies and organizations that make the university experience enjoyable.

Long-range plans also have shown the need for the development of a new main entrance to the campus which is to be completed in 2007. The new roadway is located at the current entrance off of Calhoun Avenue and continuing to Wilson Street. This beautification project serves to enhance the natural setting of the campus.

Lastly, current space for intramural athletics is lacking. Property bounded by Sproles, Barksdale and Henrietta is planned for development into Intramural/Athletic/PEES fields. This will provide additional space for campus-wide events while increasing the health consciousness and fitness of the student body.

Figure 8-25. Lander University Enrollment

Year	Enrollment
1995	2,780
1996	2,722
1997	2,731
1998	2,600
1999	2,883
2000	2,935
2001	2,710
2002	2,947
2003	2,950
2004	2,918
2005	2,703

Source: Lander University Department of Institutional Research, 2006

8.8 Lake Greenwood

Of the natural areas in Greenwood County, Lake Greenwood has to be one of the most visually spectacular. This lake is one of eleven major lakes in South Carolina and one of the few lakes that does not have major development along its shoreline. The lake is owned by Greenwood County and as such is a public waterway designated by the Army Corps of Engineers as a navigable waterbody.

In the early 1930s, Greenwood County planned the Buzzard Roost project and in 1933 applied for monies from the Federal Public Works Administration to build it. Opposition from private power companies delayed construction until 1938 when the US Supreme Court declared the project constitutional. This decision opened the way for a number of federally funded hydroelectric projects, including the Tennessee Valley Authority. The Buzzard Roost dam was completed in July of 1940, and the reservoir was named Lake Greenwood. Greenwood County owns Lake Greenwood to the 440' contour line. Therefore, any encroachments into the lake must be approved through Greenwood County. This ownership also becomes a regional issue as the legal boundaries of Greenwood County extend to the centerline of the Saluda River. Therefore, Greenwood County is unique in that it owns property in both Newberry and Laurens Counties.

Lake Greenwood is a public water body that was built for the general public's use. As such, Greenwood County wishes to make this facility available for public enjoyment by providing public access to those citizens who are unable to gain access from private property. Currently, there are four public lake accesses with boat ramps on the Greenwood County side and one access with boat ramp on the Laurens County side. Three of the five sites are located on the southern end of the lake near the Buzzards Roost Station. The Pleasure Park access located near Soul's Harbor on the northern end of the lake is virtually unusable to boat access due to siltation. Numerous private marinas and landings dot the lakeside particularly in the center portion of the lake on the Laurens County side where publicly maintained accesses are not available. Construction will begin in 2006 on a public access located in Newberry County and designed to serve the southeastern portion of the lake.

Public beach access is an additional concern. Currently, the only public beach access available to Lake Greenwood is located at the Lake Greenwood State Park. The Lake Greenwood State Park also offers additional outdoor activities that are available to the general public. Similar to the ramp access, beach

access is a concern that needs to be addressed with other public parks that could be established on the lakeshore for fishing, walking, jogging and bicycling. A general lakeside development plan was conducted in 2004 as part of a Federal Energy Regulatory Commission (FERC) requirement in order to identify future use of the water body. Groups such as Upstate Forever and Lander University are researching the environmental health of the lake and the environmental impacts of upstream development.

Since Lake Greenwood is a hydroelectric project, the Federal Energy Regulatory Commission (FERC) requires updated review of the lake and its status. One of the items included in this review is plant and animal habitats and ways to protect and promote the health of the water body. Currently, the Greenwood County is the governing authority for docks, revetments, seawalls and other structures that are placed within the boundary of Lake Greenwood.

8.9 Capital Improvements Program

A Capital Improvement Plan (CIP) is an important tool in the efforts made by local government to guide and sustain positive growth in Greenwood County. When combined with the Comprehensive Plan, the CIP forms a framework for implementing recommended changes in a fiscally responsible manner, providing the basis for multiyear scheduling of public physical improvements. The South Carolina Code of Laws (S.C. Code § 4-9-140) allows for the creation of Capital Improvement Programs by local governments for local planning efforts.

A CIP is developed through identification of needs over a five year period. Costs are determined for the project as well as the overall timeline for completion and payment for the project. The projects are ranked in order of overall public need to identify funding priority. With these priorities determined, funding opportunities are outlined. Overall, the capital planning process identifies needs, implementation strategies and funding sources over a multiyear schedule so that budgeting and funding cycles are not disrupted due to an overwhelmingly large budget need in a given year.

Typically the CIP is developed within the local government staff, either through the administration or department of planning and budgeting. Once developed, the CIP is reviewed by the Planning Commission which makes a recommendation to the County Council for adoption. A Capital Improvement is defined as a major, nonrecurring expenditure that includes one or more of the five main categories.

Figure 8-26 CIP Categories

1. Any acquisition of land for a public purpose;
2. Any construction of a new facility or an addition to, or extension of, such facility;
3. A nonrecurring rehabilitation or major repair of all or a part of a building, its grounds, or a facility, or of equipment, provided that the cost is \$25,000 or more and the improvement will have a useful life of 10 years or more;
4. Purchase of major equipment totaling \$25,000 or more;
5. Any planning, feasibility, engineering, or design study related to an individual capital improvement project or to a program that is implemented through individual capital improvement projects.

Source: Greenwood County Capital Improvement Program, 2004

In order to plan for the proper timing and amount of expenditures the CIP is based on current population numbers and the projected population growth. As the growth of the local population increases, so too should the services provided to the citizens. The primary focus of a needs assessment for capital projects is through the analysis of growth trends in the local population. The Greenwood County CIP

Figure 8-27 Project Expenditures

General Government - \$19,757,000	
New Library Headquarters	\$11.6 million
C-Fund road Paving	\$2.5 million
Solid Waste/Recycling Equipment	\$2.3 million
Summer Point Property Sale	\$1 million
Dirt Road Improvements	\$1 million
Road Maintenance Equipment	\$733,000
Lake Greenwood Management plan	\$165,000
Bookmobile	\$146,000
Orthophotography	\$115,000
County Entranceway Enhancements	\$105,000
Civic Center Feasibility Study	\$90,000
Vehicles for Engineering Department	\$52,000
Parks and Open Space - \$2,895,000	
Park Development Plan	\$1,640,000
District Park Development	\$500,000
Lake Greenwood State Park Improvements	\$265,000
R.L. Stevens Center Improvements	\$250,000
Walking Track and Picnic Shelter for Recreation Complex	\$100,000
Lighting and Roofing at Ware Shoals Facilities	\$80,000
Field "K" Renovations at Greenwood Complex	\$60,000
Public Safety Projects - \$2,822,000	
Female Inmate Housing Project	\$1,100,000
Law Enforcement Center Expansion	\$499,000
Fire Station/Training Center	\$440,000
EMS Vehicles	\$424,000
Early Warning Siren Replacement	\$186,900
Training Tower	\$135,000
Reverse 911 System	\$38,000
General Building Renovation Projects - \$815,000	
Airport Hangars and Facilities	\$285,000
Law Enforcement Center Chiller Replacement	\$125,000
Courthouse Basement Office Construction	\$100,000
Civic Center Parking Lot Resurfacing	\$90,000
Courthouse Elevator Rebuild	\$80,000
Park Plaza Air Conditioner Replacement	\$70,000
Courthouse Security Enhancements	\$40,000
Park Plaza Elevator Access Improvements	\$25,000
Department Upgrade Projects - \$61,000	
Probate Filing System Upgrades	\$31,000
Planning Department Permit Tracking Software	\$30,000

Source: Greenwood County Capital Improvement Program, 2004

utilizes the population of the entire county rather than limiting the review to the unincorporated portion since many county services are provided within municipal limits.

The 2004 Greenwood County CIP proposal for Fiscal Years 2004 – 2008 identifies numerous capital expenditures in various areas of local government services. Services that are scheduled for capital expenditures include emergency medical services, emergency preparedness, geographic information services, library, parks and recreation, planning, probate judge, public works, sheriff, and engineering. Highlights in this five-year capital plan include \$26 million in improvements ranging from facility upgrades and equipment purchases to long-range planning projects and feasibility studies.

There are various ways to fund capital improvement projects:

- *Current revenue (pay-as-you-go)* – Pay-as-you-go is the financing of improvements from current revenues such as general taxation, fees, service charges, special funds, or special assessments.
- *Revenue funds* – Revenue funds are monies collected in advance of construction of a project which have been accumulated from surplus or earmarked operational revenues, funds in depreciation reserves, or the sale of capital assets.
- *General obligation bonds* – Bonds may be issued for a specific construction project with the local government pledged to pay interest and principal to retire the debt.
- *Revenue bonds* – These type of bonds are sold for revenue and financed through service charges or fees incurred from the development of the project.
- *Lease-purchase* – This option allows for local governments to enter into a lease for a specified period of time until the government has utilized the item or the government pays for the full value.
- *Authorities and special districts* – Special districts allow for the raising of revenue based on the use of the future project by a specified geographic area.
- *Special assessments* – Special assessments may be utilized for properties that have a direct benefit of the service provided by a capital project.
- *State and federal grants* – Grant funding for many projects is available through state, federal and private grant procedures that typically require a competitive application process.
- *Tax increment financing (TIF)* – TIF can be used to provide front-end funds in an area where large-scale redevelopment is feasible.
- *User fees* – User fees may be utilized or increased in order to offset costs that will be incurred through upgrades or new construction of capital facilities.
- *Impact fees and exactions* – Impact fees and exactions are used to exact additional charges and fees from land development to help pay for capital improvements. These fees are placed into a special fund for system-wide capital facilities and are determined by fiscal impact analysis on the future demand a proposed development will have on the local infrastructure system.

8.10 Conclusion

Community facilities in Greenwood County are the backbone of public services that are offered to the citizens. Often overlooked, these facilities include more than just brick and mortar. They house important property documents, expensive firefighting equipment, emergency response services, *etc.* Therefore, annual reviews of public services and facilities are needed to ensure that funds are spent on projects that are needed and that past funded projects are maintained appropriately. The future needs of our communities are outlined by the decisions of how public funds are spent through our elected officials and hence by the public served by these individuals. This element identifies future goals and procedures to ensure that the public's needs are met sufficiently for the next twenty years.



Goals, Objectives, and Strategies for Implementation

Goals/Objectives/Strategies	Accountable Agency	Time Frame for Completion
Goal 8.1. – Provide Adequate Infrastructure Based on Population Levels		
Objective 8.1.1. Develop additional utility infrastructure		
<u>Strategy 8.1.1.1.</u> Establish a county-wide sewer authority or commission	Local Governments, CPW, Metro Sewer Commission	2015
<u>Strategy 8.1.1.2.</u> Monitor utility infrastructure where development occurs	Local Governments, Utility Providers	On-going
<u>Strategy 8.1.1.3.</u> Expand sewer facilities along major highway corridors	Local Governments, CPW, Metro Sewer Commission	On-going
<u>Strategy 8.1.1.4.</u> Expand sewer facilities around the City of Greenwood	Local Governments, CPW, Metro Sewer Commission	On-going
<u>Strategy 8.1.1.5.</u> Develop expansion lines for natural gas around the City of Greenwood	Local Governments, CPW	On-going
Objective 8.1.2. Maintain the existing utility infrastructure		
<u>Strategy 8.1.2.1.</u> Develop implementation program to move electrical lines underground in urbanized areas	Local Governments, Duke Energy, CPW	2012
<u>Strategy 8.1.2.2.</u> Develop implementation program to move cable television lines underground in urbanized areas	Local Governments, Northland Cable	2012
<u>Strategy 8.1.2.3.</u> Develop implementation program to move telecommunication lines underground in urbanized areas	Local Governments, Embarq	2012
Objective 8.1.3. Develop additional transportation facilities		
<u>Strategy 8.1.3.1.</u> Coordinate transportation planning efforts	Local Governments, SCDOT, Upper Savannah Council of Governments	On-going
<u>Strategy 8.1.3.2.</u> Update county-wide transportation plans	Local Governments, SCDOT, Upper Savannah Council of Governments	2014
<u>Strategy 8.1.3.3.</u> Target road improvements north of Highway 72 West and Highway 34 East	Local Governments, SCDOT, Upper Savannah Council of Governments	On-going
<u>Strategy 8.1.3.4.</u> Provide east-west linkages south of the Airport and Uptown Greenwood	Local Governments, SCDOT, Upper Savannah Council of Governments	On-going
<u>Strategy 8.1.3.5.</u> Provide basic upgrades to the Airport for regional freight	Local Governments, Partnership Alliance	On-going
<u>Strategy 8.1.3.6.</u> Conduct a long-range transit study	Local Governments, SCDOT, Upper Savannah Council of Governments	2014
<u>Strategy 8.1.3.7.</u> Develop pedestrian and bicycle linkages to public facilities	Local Governments, SCDOT	On-going
Objective 8.1.4. Enhance education facilities		
<u>Strategy 8.1.4.1.</u> Coordinate with public school districts for additional facilities and services	Greenwood County, Greenwood School District 50, Greenwood School District 51, Greenwood School District 52	On-going
Goal 8.2. – Protect Community Assets		
Objective 8.2.1. Prepare for natural disasters		
<u>Strategy 8.2.1.1.</u> Update the county floodplain maps	Local Governments FEMA, DHEC, NRCS	2009
<u>Strategy 8.2.1.2.</u> Develop a watershed management plan for problem flooding areas	Local Governments FEMA, DHEC, NRCS	2009
Goal 8.3. – Promote a Safe Community		
Objective 8.3.1. Promote rail safety		
<u>Strategy 8.3.1.1.</u> Cooperate with CSX and SCDOT to minimize rail-auto collisions	Greenwood County, SCDOT CSX	On-going

Goals/Objectives/Strategies	Accountable Agency	Time Frame for Completion
Goal 8.3. – Promote a Safe Community		
Objective 8.3.1. Promote rail safety		
<u>Strategy 8.3.1.2.</u> Provide alternative access to residential areas with sole access rail lines	Greenwood County, SCDOT, CSX	On-going
Objective 8.3.2. Maintain safe public facilities		
<u>Strategy 8.3.2.1.</u> Ensure government buildings meet or exceed ADA standards	Local Governments	On-going
<u>Strategy 8.3.2.2.</u> Provide safety and security measures for the Greenwood County Courthouse and other public buildings	Local Governments	On-going
Objective 8.3.3. Provide additional public services		
<u>Strategy 8.3.3.1.</u> Improve ISO ratings county-wide	Local Governments, Volunteer Fire Departments	On-going
<u>Strategy 8.3.3.2.</u> Station QRVs in outlying areas	Greenwood County EMS	On-going
<u>Strategy 8.3.3.3.</u> Evaluate service area boundaries and facilities of volunteer fire departments	Greenwood County, Volunteer Fire Departments	2008
<u>Strategy 8.3.3.4.</u> Develop a long-range needs assessment of City of Greenwood Police facilities	City of Greenwood	2006
<u>Strategy 8.3.3.5.</u> Construct two Greenwood County Sheriff's Department substations	Greenwood County	2010
<u>Strategy 8.3.3.6.</u> Develop expansion plans for the Greenwood County Detention Center	Greenwood County	2006
<u>Strategy 8.3.3.7.</u> Develop an additional EMS substation on the northern side of the City of Greenwood	Greenwood County	2011
Goal 8.4 – Provide Additional Civic Facilities and Enhancements to Existing Facilities		
Objective 8.4.1. Maintain efficient landfill and recycling programs		
<u>Strategy 8.4.1.1.</u> Evaluate the need for a "pay-as-you-throw" system for garbage collection	Greenwood County Public Works	2009
<u>Strategy 8.4.1.2.</u> Develop plans for future landfill sites	Greenwood County	2015
Objective 8.4.2. Promote cultural facilities		
<u>Strategy 8.4.2.1.</u> Encourage the funding of the main branch of the Greenwood County Public Library	Greenwood County, City of Greenwood	On-going
<u>Strategy 8.4.2.2.</u> Conduct needs assessment and feasibility study for the Greenwood Civic Center	Greenwood County	2008
<u>Strategy 8.4.2.3.</u> Provide assistance for the relocation of the Museum	Greenwood County, City of Greenwood	On-going
<u>Strategy 8.4.2.4.</u> Provide assistance to the Uptown Greenwood Master Plan	Uptown Greenwood Development Corporation, City of Greenwood Arts Council of Greenwood County	On-going
Objective 8.4.3. Encourage park and open space development		
<u>Strategy 8.4.3.1.</u> Develop a park acquisition and development plan	Local Governments	2008
<u>Strategy 8.4.3.2.</u> Perform a city/county inventory of public spaces	Local Governments	2007
<u>Strategy 8.4.3.3.</u> Develop entranceway enhancements into communities	Local Governments	2010
<u>Strategy 8.4.3.4.</u> Extend Uptown streetscaping along North and South Main Streets	City of Greenwood	On-going



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